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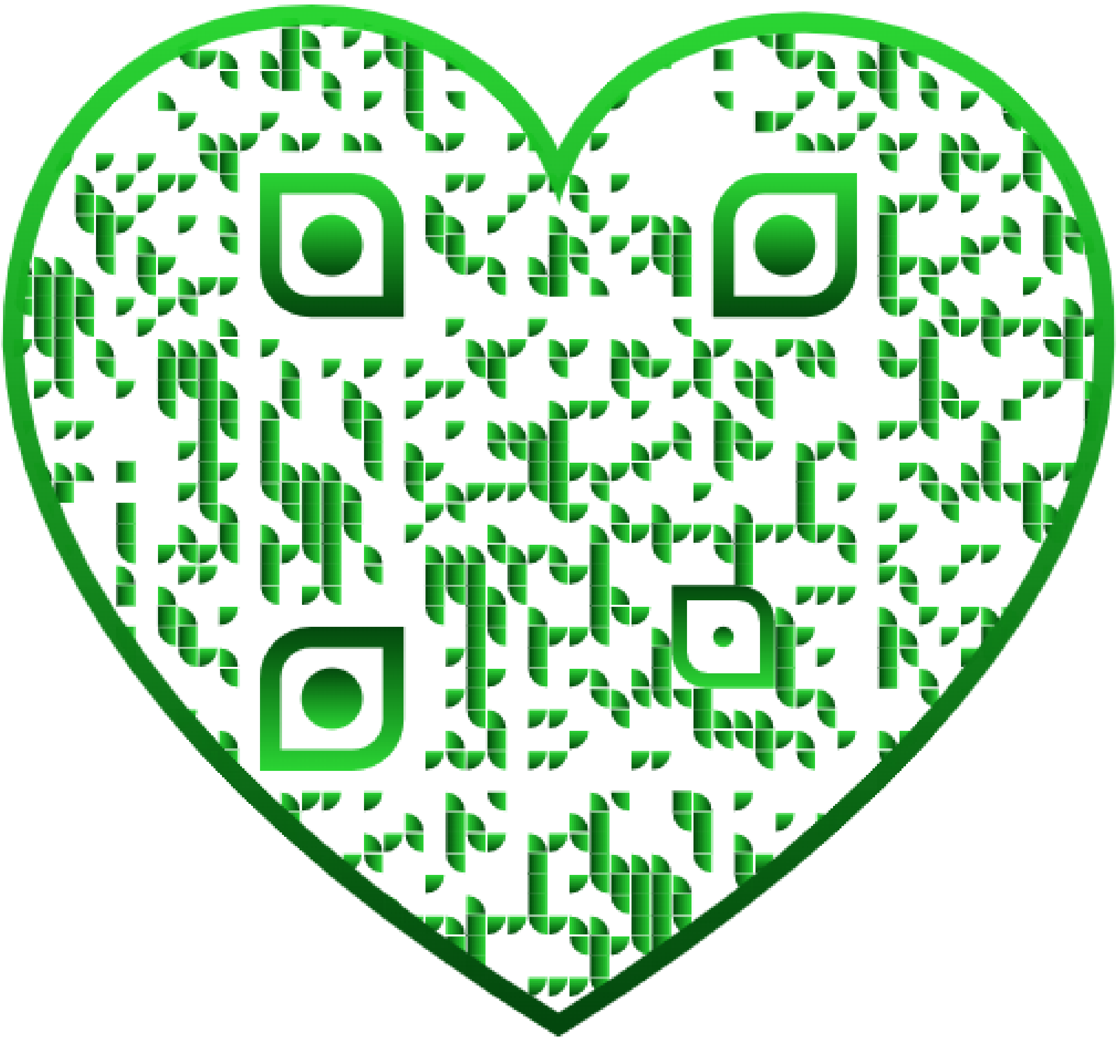

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Ten issues of *Classic Porsche* are published per annum
UK annual subscription price: £97.40
Europe and USA annual subscription price: £117.40
Rest of World annual subscription price: £127.40

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NEXT ISSUE ON SALE
FRIDAY 19TH DECEMBER

WELCOME ABOARD

More than at any other time during *Classic Porsche*'s history, we're showcasing a colossal variety of Porsches spanning the manufacturer's fifty years of air-cooled sports cars. From completely standard vehicles to bonkers-spec beasts highly personalised to meet their owner's preferences in style and performance, this magazine covers it all. As long-term readers will know, I introduced the 964 and 993 to these pages as soon as I hit the editor's chair, reasoning these are now the go-to air-cooled classics for a new generation of 911 enthusiasts. The wealth of new readers drawn to the magazine as a consequence of this shift demonstrates changes in attitude and fresh appetite for what was once the 'great unloved' of the Porsche scene, but we've also made efforts to keep abreast of trends in modifying (RS replicas making way for S/T evocations, for example). Of course, we can't please everyone all the time — striking a satisfactory balance between standard specification and not-so-standard is never easy, but we do our best with the pages we get to play with every month, attempting to achieve an even split covering both sides of the fence. It's a celebration of the scene we all love so dearly.

You'll find as much in this issue, where we've travelled across various countries unearthing cars owned by super-passionate private owners, as well as those in the custody of specialist workshops. The international appeal of the Porsche marque is something we always celebrate, not only because it gives us a wealth of cars to choose from, but also because we can examine trends emerging in specific territories, where local fashions might dictate the way owners are configuring their cars. It's a great space to be working in.

Naturally, we get excited at the opportunity to share our findings with you, our loyal readers. On this note, I encourage those of you in possession of recently restored, resto-modded or circuit-ready cars to reach out to me with the details. We can't feature Porsches we don't know about, after all. Community is key and this magazine is a team effort. This includes you, friends.

Dan Furr Editor
@FurrsFleet

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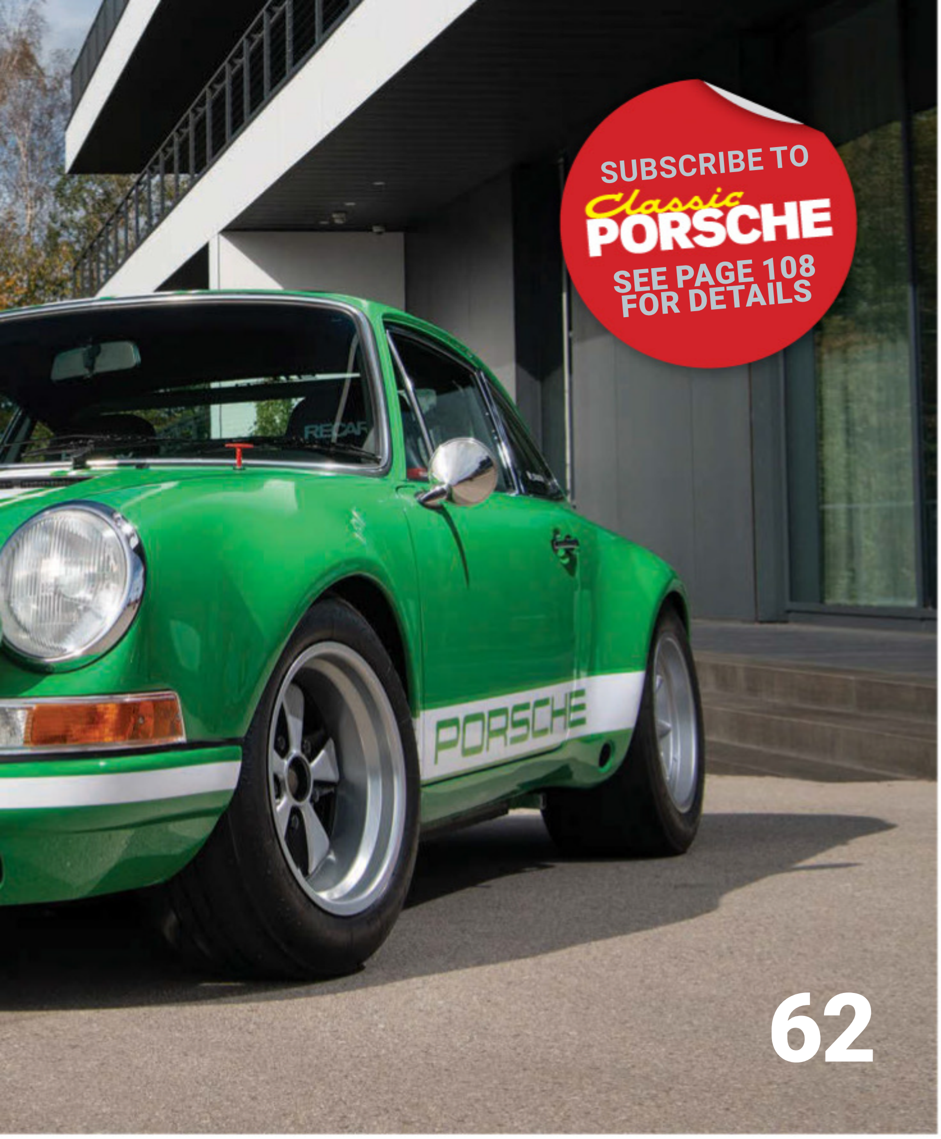

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FOR DETAILS

RUF JUSTICE

The 993 Turbo is a phenomenal car by any standards, but the RUF BTR2 is the next stage up and represents an exclusive way to own one of the very best air-cooled 911s. Best of all, this one could be yours…

Words **Johnny Tipler** Photography **Dan Sherwood**

RUF 911S

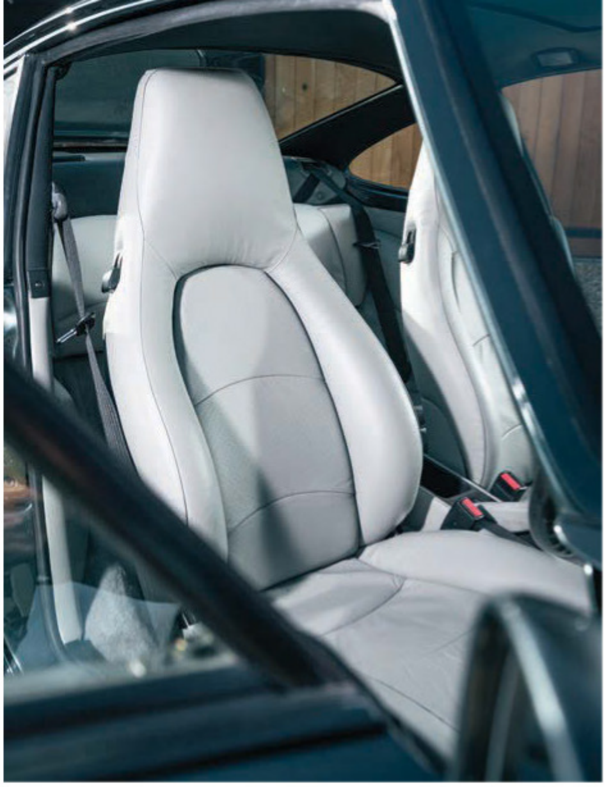
Above This isn't one of RUF's loudest creations, but the BTR2's subtle styling makes a seriously strong argument for 'less is more'

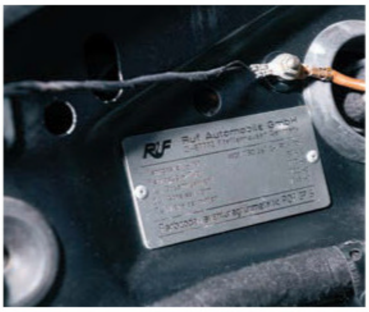
Alois Ruf Jr needs no introduction to Porsche cognoscenti, but, since we're reviewing a very special RUF product here, just to get everyone up to speed, here's a little background. Based in Pfaffenhausen, three hours east of Stuttgart and an hour north of Munich, RUF Automobile is one of the world's leading Porsche tuners, an accolade bolstered by RUF being a registered German manufacturer, an official Porsche agent and the simple fact the Stuttgart brand closely observes what Alois Jr and his team are doing to extract wild power from Porsche engines. RUF's speciality is deconstructing brand-new Porsches, before reconstructing them to individual customers requirements, incorporating RUF's own heady blend of built-in roll cages, reupholstered cabins and massively tuned running gear.

In 1981, the official German sanctioning body, the TÜV, granted RUF Automobile GmbH manufacturing status. The first car to bear a RUF chassis number was the turbocharged 3.4-litre RUF BTR (the letters shorthand for Gruppe B Turbo RUF), hand-built in 1983, delivering 374bhp and available in wide 911 Turbo (930) or narrow Carrera 3.2 bodywork.

The BTR was based on the 930, RUF taking the 3.3-litre turbocharged flat-six and upping the bores to 3.4 litres, employing larger pistons, bigger turbochargers and matching intercoolers to ramp up power to 375bhp. The ventilated cross-drilled brakes were increased in size and benefited from four-piston calipers. The suspension was stiffened, the ride height lowered and the exhaust system revised. All modifications were dependent on the customer's specification, but within reason, anything was possible. Inevitably, these upgrades utilised lighter, stronger, and way more expensive materials than fitted to a standard 930.

In 1988, five years into BTR production, the model joined the then new RUF CTR (nicknamed 'Yellowbird' and arguably the brand's best-known product) in becoming available with a bespoke RUF six-speed transmission. The exterior of many BTRs were given the RUF treatment, consisting of a body kit developed and refined on the company's previous Porsche models, along with characteristic seventeen-inch single-piece Speedline forged alloy wheels. The bodywork featured deeper bumper panels and valences front and rear, with a big oil cooler behind the front airdam. Fuller side skirts also featured. Alois Ruf Jr preferred the narrow body configuration because of its aerodynamic benefits — drag coefficient was appreciably lower than the broad-beamed Turbo body, amounting to more than 12.5mph difference in top speed. BTR bodywork could be finished in any colour





Above RUF W09 VIN proves this BTR2 is a Pfaffenhausen factory car, as opposed to a converted 993

specified by the customer and was finished with a ‘tea tray’ rear wing.

True to form, the modifications were not limited to the external shell. In the cabin, RUF monogrammed seats, luxury carpets and an equally plush dash were installed if Comfort specification was optioned, though a lightweight BTR was also available. The exact number of BTRs produced isn’t known, a result of factory records being lost for both RUF VIN numbers and converted Porsche-stamped 911 chassis, but it’s thought twenty-odd units were hand-crafted from the ground up on blank chassis, with a further hundred or so assembled from donor 911s supplied by RUF customers.

> THE CAR WAS BUILT TO ORDER IN 1995 AND SHIPPED OUT TO SINGAPORE, WHERE IT STAYED FOR HALF A DECADE

The company’s model designations can be confusing. On these pages, we’re looking at a RUF BTR2, one of three RUF models created on the 993 platform (the others being the CTR2 and the Turbo R). Our feature car is currently on sale at RUF’s UK concessionaire in Tunbridge Wells and is yours for a cool £250,000, which is, frankly, a snip for a rare and an exclusive RUF such as this.

To put the BTR2 in context, we need to consider the model it’s based on. The 993 Turbo was released in April 1995 (twelve months after 964 Turbo production ended) and remained in production until July 1998, two years after the inception of water-cooled 911s. The overlap is quite interesting — you might have expected a clean cut-off separating old and new model lines, but a straddled changeover is typical of Porsche. The 993 body shape was the fruit of Porsche’s virile in-house Zuffenhausen styling department, overseen by Harm Lagaaij and rendered by Tony Hatter and Richard Soderberg. The Turbo was mostly available as a coupé, though a further fourteen examples were configured as Cabriolets at the factory in 1995, albeit with a single turbocharger and rear-wheel drive.

Porsche claimed the 993 shell to be eighty percent new and far tauter than that of the 964. Bonded front and rear screens feature, and the Turbo is sixty millimetres broader in beam than the standard 993, as is the tradition of 911 Turbos. Front and rear valances are squared off to the ground and merge with the side sills. The frontal air intake consists of a large central opening flanked by a pair of side openings, while the fixed rear wing is a fresh take on the aforementioned ‘tea tray’, with drooping sides looking as if they’ve melted like cheese slices from the heat of the engine. Since the wing support also accommodates two air-to-air intercoolers, this could account for it, if in reality it

ACHTUNG HOCHSPANNUNG
ATTENTION HAUTE TENSION
DANGER HIGH VOLTAGE
ATTENZIONE ALTA TENSIONE

Above Single-turbo engine chucks out a solid 414bhp with potential for more

weren't some aerodynamic subtlety. Last of the air-cooled 'Mezger' units, the 3.6-litre engine features a compression ratio of 8.0:1 and employs a pair of KKK K-16 turbochargers (each with integrated wastegates) allied with Bosch M5.2 Motronic engine management and a single plug per cylinder to develop 402bhp at 5,750rpm, with 398lb-ft torque at a low 2,500rpm. Transmission is the same as the Carrera 4, making this the first 911 Turbo to feature four-wheel drive. End-of-the-line 993 Turbos feature stronger driveshafts, too. The 993 Turbo's running gear includes multi-link lightweight stability agile (LSA) rear axle suspension, larger 'big red' four-piston calipers (with cross-drilled discs) and star-shaped, hollow-spoke, eighteen-inch Technologie-Rad alloy wheels filling out the bulging arches by way of ten inches of girth at the back and eight at the front.

Shortly after introduction of the 993 Carrera in 1994, RUF introduced the 993-based BTR2, complete with a 3.6-litre turbocharged engine, fixed rear spoiler, plus a distinctive RUF-designed front bumper, which includes two extra air inlets. Based on the Carrera engine, the air-cooled, K27-turbocharged RUF powerplant generated 414bhp at only 5,000rpm and maximum torque of 435lb-ft at 4,800rpm. The BTR2 took on the mantle of the original BTR (in production until 1989), though only eighteen BTR2s were built at the Pfaffenhausen plant, with only three produced in right-hand drive format.

What of the BTR2 pictured here? The car was built to order in 1995 and shipped out to its original owner in Singapore, where it stayed for half a decade, before making its way into enthusiastic new hands in New Zealand, a small island country great for maintaining low mileage. "It's stated in kilometres, but a quick calculation demonstrates this BTR2 has covered less than thirty thousand miles from new," says

Right Interior is awash with premium leather and exquisite trimming work

Richard Sekula, head of RUF Automobile UK. “Ten years after arriving in New Zealand, the car was shipped to the UK by a buyer who then went to live in Europe for a number of years. Eventually, in 2015, this brilliant BTR2 returned to the UK. We’ve got the service records, plus a thick file of paperwork documenting all work lavished on the car, including major restoration of the bodywork.”

> OFTEN, PEOPLE WONDER WHY SOME OF THE COMPANY’S MOST POWERFUL MODELS ARE BASED ON NARROW-BODY PORSCHES

He reveals the Kiwi owner painted the car Guards Red, a significant contrast to the shade it now wears. “Aventurine Green Metallic, the current colour, is original to this BTR2,” Richard continues. “I sourced this example on behalf of a customer in the UK who always fancied the idea of owning an original RUF, but he insisted whatever car he ended up buying be presented in original specification, hence the switch back to the colour applied in Pfaffenhausen all those years ago.” He reveals the work was carried out in 2019. “We could have sent the car back to RUF in Germany for restoration, of course, and nobody will dispute the claim Alois Jr and his team work to very high standards, but by the same token, the UK boasts many excellent automotive bodywork specialists, which is why we chose to handle the restoration locally, project managing from our base in Kent.”

This rare RUF was completely stripped, glass out, and taken back to bare metal. After fresh paint was applied, the car received new glass, light lenses and anything else needing to be replaced, such as door seals and lid closure rubbers. The interior was left as was, primarily because it remains pretty much how it rolled out of Pfaffenhausen, complete with distinctive silver-grey leather, which is in excellent condition. The dashboard features green-on-black dials. “For some people, the interior might look a bit understated,” Richard reasons. “Put it this way, in a RUF, you might expect to find aggressive sport seats, but you have to remember, every one of the cars to emerge from Alois Jr’s workshop is specified unique to its original buyer. Living in Singapore, this BTR2’s original buyer wasn’t going to be charging around mountain roads or up and down autobahns. No, he wanted a BTR2 relatively comfortable for busy city roads. That said, if the car’s next owner wants us to retro-fit a set of sports seats, then we are more than happy to accommodate.”

He goes on to talk further about this stunning air-cooled classic’s specification. “The wheels are genuine RUF five-spokes and, much like many RUFs built back in the day, an EKS electronic clutch system was installed at the factory. This was an option featuring a computer-controlled hydraulic clutch operated through gas pedal sensors, a torque sensor in the gear shift, another in the engine and speed sensors. As the years rolled by and more modern semi-automatic transmissions and increasingly advanced clutch systems

RUF
RUF 911S

Above Most people don’t know RUFs from Porsches, but look closely and you’ll see this is no ordinary 993

came along, Alois Jr decided not to fit the EKS system any longer and RUF stopped providing support for it. Even so, it’s only a control mechanism, it’s not the transmission itself. Nevertheless, the standard option of a six-speed manual shift system was installed on this car at a later date, most likely when the car was residing in New Zealand.”

Often, when talking about RUF sports cars, people wonder why some of the company’s most powerful models are based on narrow-body Porsches, especially when the Stuttgart squad opts for bigger-hipped shells for its own big-bhp bruisers. “When RUF began developing the BTR2, there was no wide 993 body shell available,” Richard confirms. “The 993 Turbo followed about a year after the BTR2, but didn’t meet the same power output as the RUF. Besides, Alois Jr’s philosophy regarding automotive design has always been centred around aerodynamics and weight reduction. With a narrow-body 911, you are saving weight and also reducing drag, therefore performance is going to be better.”

PORSCHE ENTHUSIASTS FAMILIAR WITH THE 993 TURBO SERIES MIGHT SPOT SOMETHING DIFFERENT, SUCH AS THE MISSING RAIN GUTTERS

Over the years, when one regularly took off to Pfaffenhausen at the drop of a hat, I’ve driven many RUF products, including the original CTR and BTR, but not a BTR2, meaning I can’t tell you how this particular car performs. The twin-turbo CTR2, which also employs the 993 body, delivers a fairly monstrous 650bhp. It’s not a realistic comparison with the BTR2, but the other RUF sharing the 993 platform, the Turbo R (not to be confused with the 2001 996-based R Turbo), a RUF I *have* had the pleasure of driving, may be of interest to you in the context of what we have here. Moreover, RUF’s approach to developing the Turbo R can be recognised as being more or less the same as when Alois Jr first laid eyes on the 993 Carrera and decided to create the BTR2.

The Turbo R was based on a wide-body 993 Turbo, complete with all-wheel drive and contemporary with the CTR2 and BTR2. According to RUF’s Pfaffenhausen-based press officer, Marc-Andre Pfeifer, “we sought to build a car technically two or three steps ahead of the regular 993 Turbo, without the RUF machine’s plus points being too noticeable from the outside. Some major parts were

Above RUF-designed wheels are instantly recognisable on account of their flat five-spoke face and 'Dairylea' cut-outs

changed, like the front and rear bumper, and we always install special wheels, suspension and brakes, but most of the developments were hidden and focused on the model's mechanical advancements and electronics. In this regard, the Turbo R is the perfect enthusiast's car — you can enjoy an enhanced driving experience without people noticing what you're really in charge of. Porsche enthusiasts familiar with the 993 Turbo series might spot something different, such as the missing rain gutters, but many don't really know much about RUF products. It's the same story in the cabin, as illustrated by subtle changes like the RUF mats, pedals and steering wheel. Small but significant details. The leather is special quality, and the whole interior was fabricated to lightweight specification with a special pair of seats. It's completely individualised to whatever the original owner wanted. The Turbo R is lighter, chiefly because we kept the interior and comfort equipment to a minimum, but the car feels good with the extra horsepower and the additional performance, something true of all RUF builds."

As an option for somebody who wanted a 993 a little wilder than the standard Turbo, but not a car as crazy as the CTR2, the Turbo R was the perfect in between, taking the stage as something of a wolf in sheep's clothing. The powerplant is a twin-turbocharged 3.6-litre flat-six, as per the standard 993 Turbo, whereas the BTR2 is a single-turbo machine and configured with rear-wheel drive, as per the Carrera which served as inspiration.

"The 993 Turbo S came out at the same time as the Turbo R and offered 450bhp, causing owners of the standard Turbo to look for tuning and upgrade options without spending another DM200,000," Pfeifer recalls. "The Turbo R looks visually less intimidating than a 993 Turbo S, but with 490bhp, it performs far better." The car I drove was a non-sunroof version. In fact, only five percent of RUF chassis feature a sunroof, and with good reason. "These cars travel at blistering speed along the autobahn," Pfeifer smiles. "Obviously, sunroofs carry a lot of weight, but due to cabin pressure and wind turbulence at high speed, not many people want a hole in the roof of their sports car these days." This is another point of variance with our BTR2 feature car, although we appreciate it was destined for Singapore, where a sunroof might well have been of benefit.

In summary, this is one of only three right-hand drive BTR2s produced, a genuine RUF 'W09' VIN car. The bodywork is produced by RUF, with characteristic front panel and fixed rear wing, complete with electric sunroof. The 3.6-litre single-turbo flat-six produces 414bhp, married to RUF's six-speed manual transmission. Its RUF-developed suspension is allied to RUF calipers and new RUF eighteen-inch five-spoke alloys shod with Pirelli P-Zero Rosso tyres. The personal private plate (RUF 911S) is included in the sale price for a UK buyer. A small point, perhaps, but if you're looking for icing on this particularly desirable cake, then there it is. Now, where did I leave my cheque book?! **CP**

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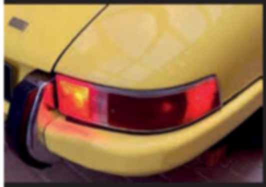

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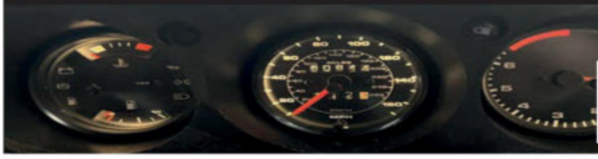

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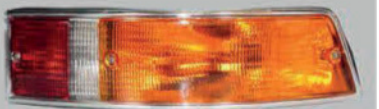

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Guards Red • Black Leather Seats PDK Gearbox • 20/21″ Carrera S Wheels • Sport Chrono • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 18,182 miles 2019 (69)

£79,995

911 Carrera 4 GTS (991.2)

Graphite Blue Metallic • Black Half-Leather Sports Seats • PDK Gearbox 20″ GTS Centre Lock Wheels Touchscreen Satellite Navigation Sport Chrono • Front Axle Lift 40,622 miles • 2017 (17)

£79,995

Macan GTS

Carmine Red • Black Leather Sports Seats • PDK Gearbox • 21″ GT Design Wheels • Electric Glass Sunroof Touchscreen Satellite Navigation Sport Chrono • Switchable Sports Exhaust • 12,101 miles • 2024 (24)

£76,995

Boxster 4.0 GTS (718)

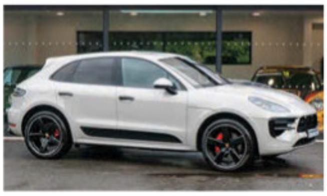
Carmine Red • Black Half-Leather Sports Seats • PDK Gearbox • 20″ RS Spyder Design Wheels • Switchable Sports Exhaust • GTS Interior Pack Touchscreen Satellite Navigation 22,489 miles • 2021 (21)

£64,995

911 Carrera 4 S (997.2)

Carrara White • Black Leather Seats Manual Gearbox • 19″ Sport Design Wheels • Touchscreen Satellite Navigation • Sport Chrono Previously Sold & Serviced by Paragon • 62,768 miles • 2009 (09)

£52,995



Macan GTS

Crayon • Black Half-Leather Sports Seats • 21″ Sport Classic Design Wheels • Touchscreen Satellite Navigation • Sport Chrono • GTS Interior Pack • Switchable Sports Exhaust • 34,288 miles • 2020 (20)

£52,995

911 Carrera 2 S (997.2)

Arctic Silver • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • Bose Sound System • Switchable Sports Exhaust Dynamic Cornering Headlights 54,000 miles • 2011 (61)

£52,995

911 Carrera 4 S (997.2)

Basalt Black • Black Leather Seats PDK Gearbox • 19″ Carrera Classic Wheels • Switchable Sports Exhaust Touchscreen Satellite Navigation Sport Chrono • 67,000 miles 2011 (11)

£49,995

Boxster (981)

Agate Grey • Agate Leather Seats PDK Gearbox • 20″ Sport Techno Wheels • Bose Sound System Sport Chrono • Cruise Control Heated Seats • 57,000 miles 2012 (12)

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KARMANN KONNECTION REOPENS ITS DOORS UNDER NEW MANAGEMENT

Karmann Konnection, one of the UK's most highly regarded classic Porsche parts specialists, has reopened its doors and will once again be supplying top-quality restoration parts and accessories for 356 and early 911 models. During the course of more than forty years, Karmann Konnection established itself as one of the go-to companies supplying classic Porsche parts, which is why we were dismayed to learn the Essex-based business was closing its doors in October 2024, when then owner, Ritchie King, decided to retire.

Fast-forward to the present and we're delighted to report the company has re-opened is doors in Southend-on-Sea and is trading once again. Under the new ownership of Porschephile, Richard Watts, Karmann Konnection is set to go from strength to strength, not least because Richard knows the business inside out — as a former member of Ritche's team, as well as those of other suppliers of parts for classic Porsches and Volkswagens, Richard is ideally placed to bring the Karmann Konnection brand back to life. He's also passionate about attention to detail and supplying only products of the very best quality, a calling card of the brand he now owns.

NEW BEGINNINGS

His decision to take on Karmann Konnection was forged whilst restoring early 911s for another well-known Porsche specialist. "Many of the parts we were being supplied simply didn't fit," he tells us. "On this basis alone, they weren't fit for purpose, but the quality of manufacturing also left a lot to be desired. I recognised the need for fit-and-forget solutions making the lives of professional restorers and enthusiastic homebuild heroes much easier, hence re-opening Karmann Konnection, which is operating from the same location as when Ritchie was at the helm." Richard reveals, however, he's given the company's premises and its website a makeover, reflecting his determination to build on the solid foundations laid down across more than four decades of the firm trading under previous management.

"Even Porsche admits its hands are tied with how some new parts in the Porsche Classic catalogue are being manufactured for the brand's legacy models. This is unacceptable. With this in mind, Karmann Konnection is dedicated to providing new old-stock gems and high-quality used components, as well as reintroducing parts other retailers are not currently offering. The business remains focused on the 356 and short-wheelbase 911s, affording owners the opportunity to maintain originality and for their cars to feel special. I want owners to know they can rely on Karmann Konnection to help them restore their early classic Porsches the correct way, using factory-original components or new parts manufactured to the same specification. Key offerings include steering wheels, Sebring-style exhausts, headlights, starter buttons, map lights and a wide variety of accessories. Ordering these parts will be an enjoyable experience. I invite readers of *Classic Porsche* to stop by the shop, where a coffee and a chat awaits. There might be a magazine or two to flick through, too." Visit the Karmann Konnection website at *karmannkonnection.co.uk* for details.

GOLDEN LION

LEGENDARY CAN-AM DOMINATOR SET FOR 2026 ADELAIDE MOTORSPORT FESTIVAL

One of the most powerful and dominant race cars ever built, the Porsche 917/30, will be a star attraction at the 2026 Repco Adelaide Motorsport Festival, scheduled to take place across the weekend of February 28th and March 1st. As you'll read elsewhere in this magazine, the 917/30 dominated the 1973 Can-Am season, with Penske Racing's Mark Donohue winning six out of eight races. Despite Can-Am being a no-holds-barred series with almost no restrictions on engine displacement or power, however, the success of the 917/30 forced rule changes effectively banning the car.

This legendary Porsche features a 5.4-litre twin-turbocharged flat-twelve engine, producing 1100 horsepower in race trim and 1500 horsepower in qualifying trim. Weighing just 820kg, the 917/30 set a then closed-course speed record of 356.44 km/h (221.16 mph) at Talladega in 1975. Only six 917/30s were assembled, with chassis number five being the car heading to the 2026 Repco Adelaide Motorsport Festival. This stunning Sunoco-liveried racer will be active on Victoria Park circuit across both days of the event.

Regular readers will recognise this very 917/30 from its start turn in our May-June issue. In 1979, Garry Sutterfield, owner of a Porsche+Audi dealership situated at West Palm Beach was enjoying a factory tour, when he was made aware of 917/30 number five, essentially a bare, unfinished chassis collecting dust. Somewhat unexpectedly, he asked if he could acquire the car. After much deliberation, the project was given the green light and Weissach's engineers began gathering the parts necessary to complete the build. Sutterfield was an instigator of historic motorsport in the United States and already owned a number of air-cooled Porsches, some of which he raced. 917/30 chassis number five was duly completed and handed over.

PERHAPS UNSURPRISINGLY, SUTTERFIELD'S PURCHASE SET A RECORD FOR THE HIGHEST SUM OF MONEY PAID FOR A NEW PORSCHE

Perhaps unsurprisingly, Sutterfield's purchase set a record for the highest sum of money paid for a new Porsche. He proudly displayed the car in his showroom back in the US, although was happy to allow select journalists to drive the monster motorsport machine for testing. 917/30 chassis number five then made its way into the hands of a collector in Japan. Current owner, Peter Harburg, came into the picture in 2013. "I was contacted by Adrian Hamilton, son of Duncan Hamilton, the famous racing driver and Porsche dealer here in Australia. Adrian alerted me to the fact the car was being readied for sale. Knowing I might be interested in becoming the 917's owner, Adrian suggested I get in touch with John Collins, owner of Talacrest, the Ferrari dealer in England recommissioning the car." A mutually agreeable purchase price was reached.

"My job is to ensure this historic Porsche remains available for enthusiasts to enjoy by way of its continuing participation in historic racing," Peter continues. "The sight and sound of the 917/30 is incredible. I've turned boost down to approximately sixty percent of what's available. This car is very low to the ground, of course, meaning it feels like I'm charge of a big go-kart, but I try not to drive it as though it's a Formula One car."

Tickets to the 2026 Repco Adelaide Motorsport Festival are on sale now, with early bird pricing available across all ticket types for a limited time. The event will once again feature various categories, ranging from F1, V8 Supercars, sports cars, touring cars, motorbikes, drift cars and more, all without a break in track activity. Interested parties are invited to order tickets (weekend or single day with hospitality options) at *adelaidemotorsportfestival.com.au*.

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6

STORIED AND SUCCESSFUL EXAMPLE OF THE 906 OFFERED FOR SALE IN MUNICH

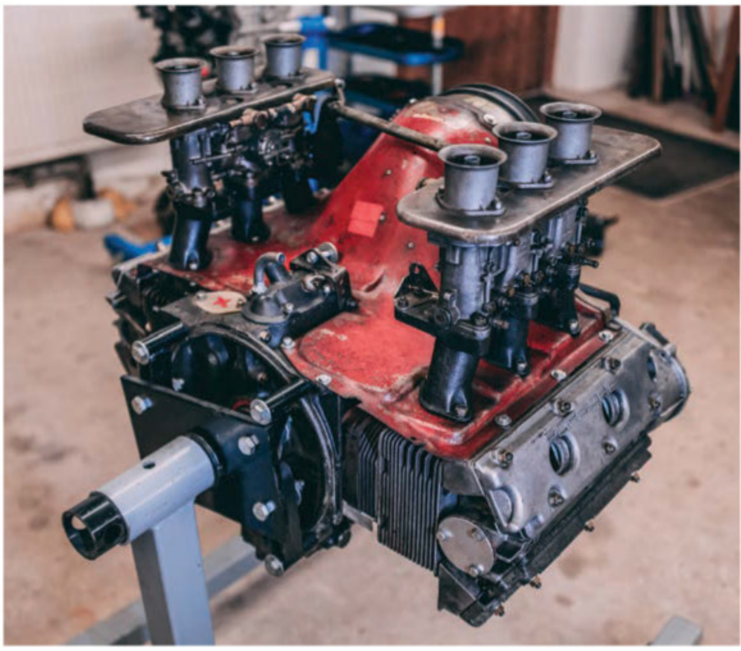
At a time when Ferrari struggled to produce the fifty cars required to homologate the two-litre Dino V6, Porsche almost immediately sold all build slots for the 906. Featuring a tubular steel spaceframe chassis, low nose, 'Kamm' tail and curved windscreen, here was a near perfect diminutive low-drag racer. The project, realised under the direction of Porsche luminaries, Ferdinand Piëch and Hans Mezger, was shown to the press at the Zuffenhausen factory in January 1966 and sold to customers for $11,500. Just sixty-five chassis were produced. Fifty-two examples were fitted with the Type 901/20 Carrera 6 flat-six. Newly developed for the 906 and using titanium and magnesium parts, the engine was fifty-four kilograms lighter than that of the contemporary 911 road car and returned 210bhp to propel a package weighing only 580 kilograms.

Chassis 906-146 was delivered on 20th April 1966 to Pon's Holland, the long-standing Volkswagen and Porsche importer in the Netherlands. As per a copy of the Kardex sheet, the car was finished in Orange, befitting of the first owner, Racing Team Holland. The team was supported by the Dutch royal family and, at the request of its royal sponsors, the Porsche was fitted with royal blue seats.

On 24th April, the car made its competitive debut in the NAV national meeting at Zandvoort, where Wim Loos claimed the two-litre class win.

PODIUM SUCCESS IN ZANDVOORT AND WELSCHAP, AFFORDING CHASSIS 146 ONE OF THE LONGEST RACING CAREERS OF ALL 906s

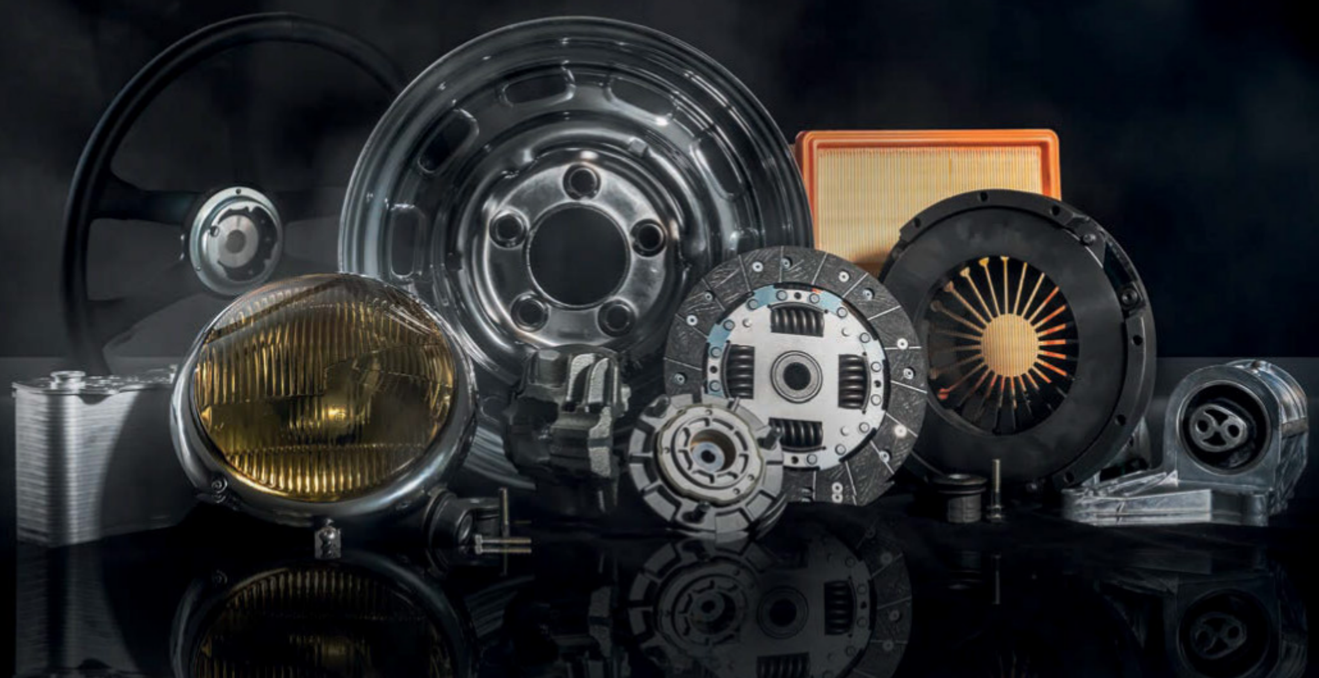
With David van Lennep next behind the wheel, podiums arrived at Trier and in the Paris Grand Prix at Montlhéry. The car enjoyed regular outings over the next year, including Ben Pon Jr chalking a brace of outright wins at Zandvoort, before the car was crashed in practice ahead of the 1000km of Spa. The Porsche was subsequently rebuilt at the Porsche factory in 1968, before being sold to Antoine Hezemans and his STR team. Wearing a new white livery featuring a blue, white, and red (the Dutch national colours) stripe, the 906 banked three more victories before Arie Ruska took ownership at the end of 1969. He raced with the car through to October 1971, clinching further podium success in Zandvoort and Welschap, affording chassis 146 one of the longest racing careers of all 906s manufactured.



The following year, the 906 was reportedly sold via renowned sports car dealer, Rob de la Rive Box, to a Dutch surgeon. The Porsche was later acquired by collector, Albert Westermann, who retained it until the mid-2000s. The car then found it first non-Dutch custodian — it was acquired by the current owner in 2005 and promptly treated to a body-off restoration by Gustav Ulrich and August Deutsch Mechanik. The Porsche was returned to its period Orange hue and was equipped with a 2.4-litre 911 S engine with dual ignition and Weber carburettors. The original 906 motor remains with the car, albeit on an engine stand.

906-146 is being offered by RM Sotheby's (visit *rmsothebys com*) after its appearance at the auction house's Munich sale in October. The asking price is a cool €1,450,000. Supporting paperwork includes two appraisals from world-renowned marque experts, Walter Näher and Rolf Sprenger, as well as a report authored earlier this year by classic Porsche evaluator, Andy Prill, who confirmed the vehicle's authenticity. This 906 would make a standout addition to any motorsport-centric collection.

DESIGN911



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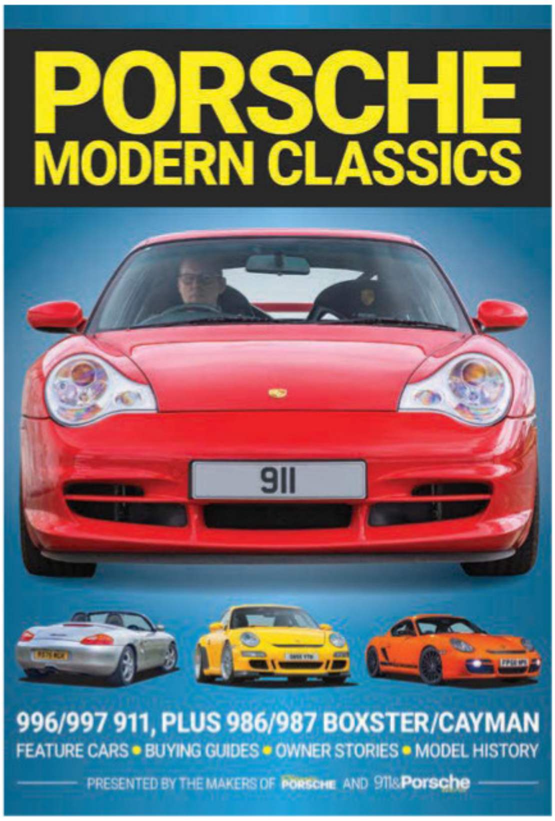
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PORSCHE MODERN CLASSICS BOOKAZINE

From the team behind *911 & Porsche World* magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and can be ordered at the link below.

Price: £9.99
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RENNLINE CARBON VELOCITY STACKS FOR FOUR- AND SIX-CYLINDER BOXER ENGINES

These attractive two-inch/fifty-millimetre-tall lightweight carbon-fibre velocity stacks help increase top-end performance over a 2.25-inch trumpet. Recognised for increasing engine performance at high operating speed by allowing for higher pressure pulse frequencies, the parts lead to better airflow and torque in the upper rev range. Sold individually and with mounting holes set sixty-five millimetres apart from one another, these new velocity stacks are finished in exposed lightweight carbon weave and are suitable for flat-four and flat-six engines. The parts feature in Rennline's constantly growing portfolio of carbon-fibre components for air-cooled Porsches, whether dress-up accessories or functional aerodynamic appendages for bodywork. All parts can be viewed on the Rennline website, or on the online store of US-based retailer, Pelican Parts.

Price: $100 per stack
rennline.com* or call *rennline.com/pelicanparts

NEW ELEPHANT RACING QUICKCHANGE CAMBER PLATES FOR 911/912/930/964

Make quick camber changes (independent of caster) to your 911/912/930/964 with these bolt-in camber plates from Elephant Racing. Loosening the large centre nut allows camber to be changed quickly. Built-in indices allow accurate positioning without using a camber gauge. The included safety snap ring prevents the nut from coming off in the event it is not properly torqued, and users can easily maintain separate street and track camber settings, or quickly make track-side adjustments based on tyre temperature. Offering +/- 1.25 degrees of additional range, this completely bolt-on suspension upgrade includes a monoball for long life and provides non-binding movement while positioning the strut top.

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DESIGN 911

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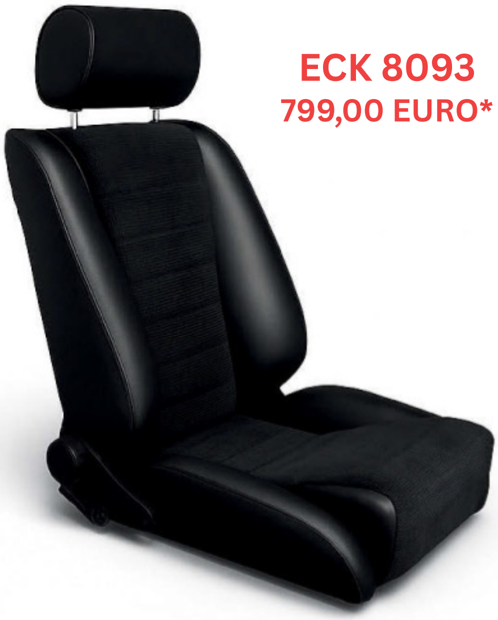

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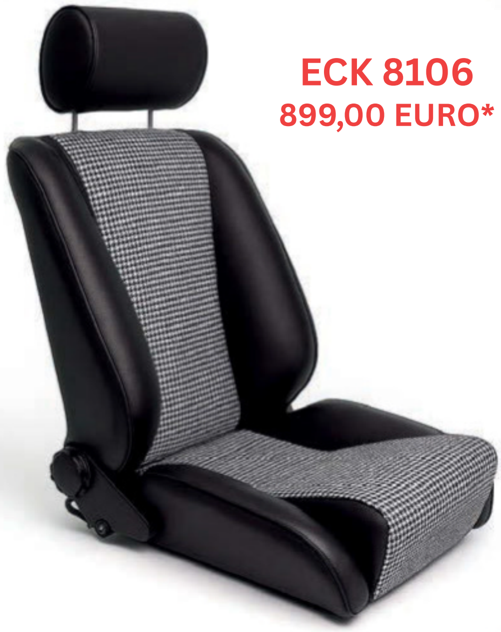

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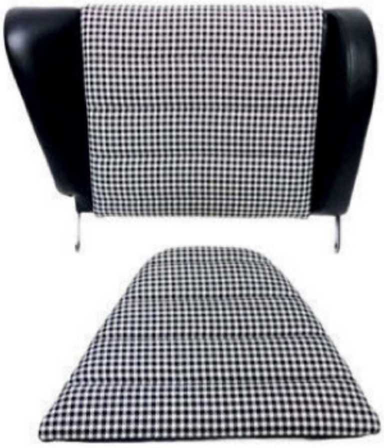

Pepita, Bj. 68-86

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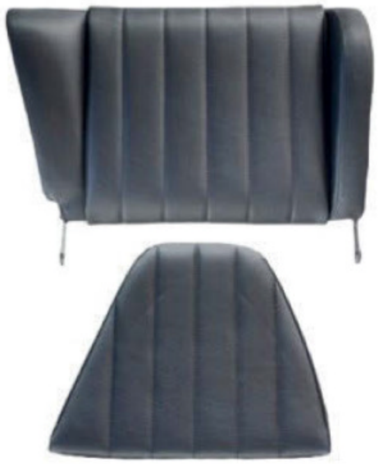

Leatherette, Bj. 68-86

ECK 8115

499,00 EURO*

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NEW HERBERTS PERFORMANCE FRONT SPLITTER FOR 964-GENERATION 911

Porsche parts producer, Herberts Performance, has announced the availability of a new splitter designed specifically for the 964. A high-quality accessory designed to fill a notable gap in the market, the part is constructed from impact-resistant, injection-moulded plastic (the same material used for undershields on World Rally Championship cars). Tailored for the narrow-body 964 and offering a direct-fit solution, the part is sold complete with all necessary fixings for straightforward installation, with detailed fitting instructions published on the Herberts Performance website. The company is the brainchild of automotive engineer, Ant Parker, who hails from a background of both motorsport and OEM engineering. He has decided to turn his hand to providing previously obsolete parts many Porsche owners want, starting with this splitter, a replica of a long out-of-production part commanding an eye-watering price tag on the used parts marketplace. Parker tells us plans are underway for a range of high-quality interior components for classic Porsches, followed by innovative track-focused goodies. Visit the website for further details.

Price: £599.99

herbertsperformance.com

NEW DRAPER TOOLS ADVENT CALENDAR

Brand new for the 2025 festive season, Draper Tools delivers the ultimate Christmas countdown with its latest Tool Advent Calendar. Featuring sixty-two tools hidden behind the doors, this calendar allows you to build your very own handy, mini tool set in time for the big day. What's more, this calendar gives back, with Draper Tools donating a pound from every calendar sold to BEN, the charity providing support to people who work in the automotive industry. The calendar includes a soft grip T-handle, a wide range of 1/4" square drive 6-point sockets, 1/4" hex twenty-five-millimetre screwdriver bits, and hex keys arranged in a holder. There's also a robust storage case to keep everything safe and organised. The set even includes a handy bottle opener. This limited-edition calendar is the perfect pre-Christmas gift for the tool enthusiast in your life, ensuring they always have the right tool to hand for all those little unexpected jobs. It's ideal to keep in the garage, at work or in the kitchen drawer, and it will come in handy on Christmas Day, when you need to put batteries in newly opened toys. Created in collaboration with Santa Pod Raceway (the European home of drag racing), the calendar design features Santa swapping his sleigh for a drag bike and taking to the quarter-mile.

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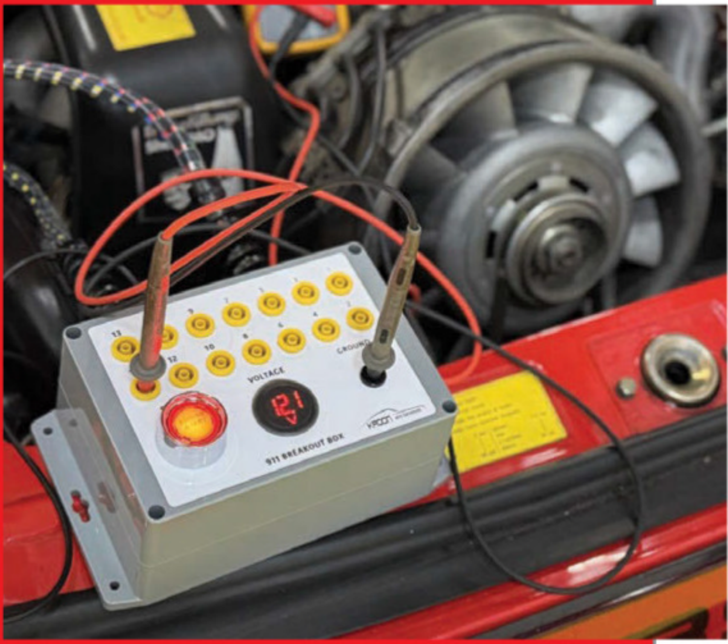
Price: €749.00
***kroonwireharnesses.com* or call +31 6 3434 1865**



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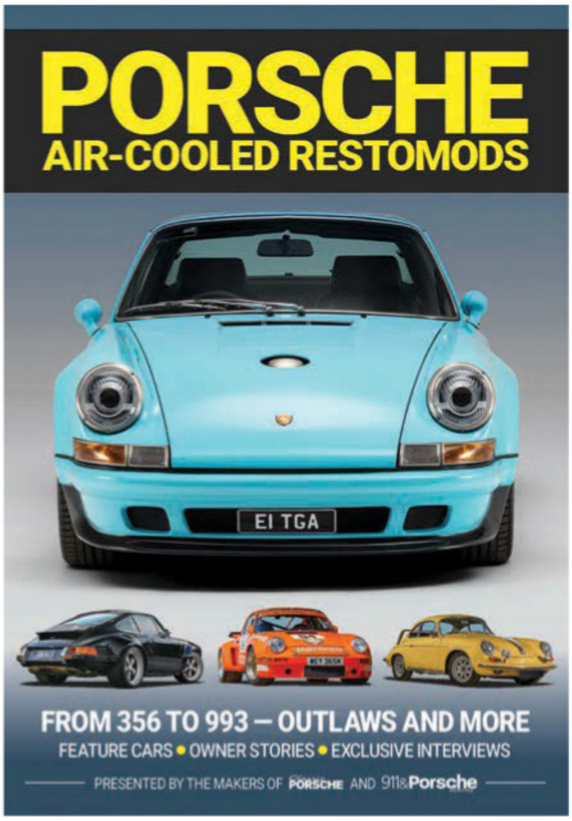
NEW BOOKAZINE AIR-COOLED RESTOMODS

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. In this glossy, feature-packed publication, the team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993, noted for being the final iteration of classic 911. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. *Air-Cooled Restomods* is available to order for home delivery at the link below.

Price: £14.99

Visit *shop.kelsey.co.uk/restomod*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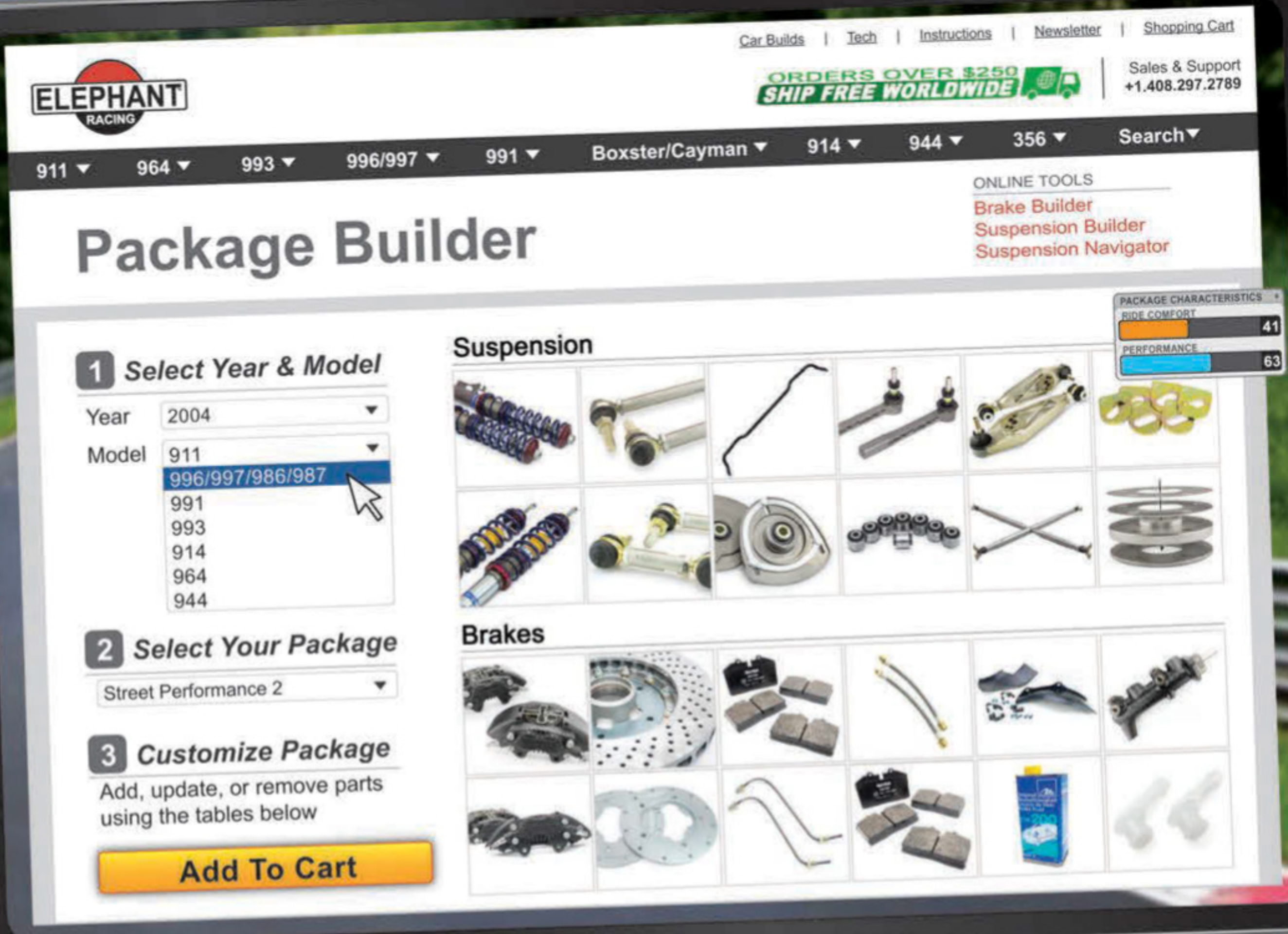
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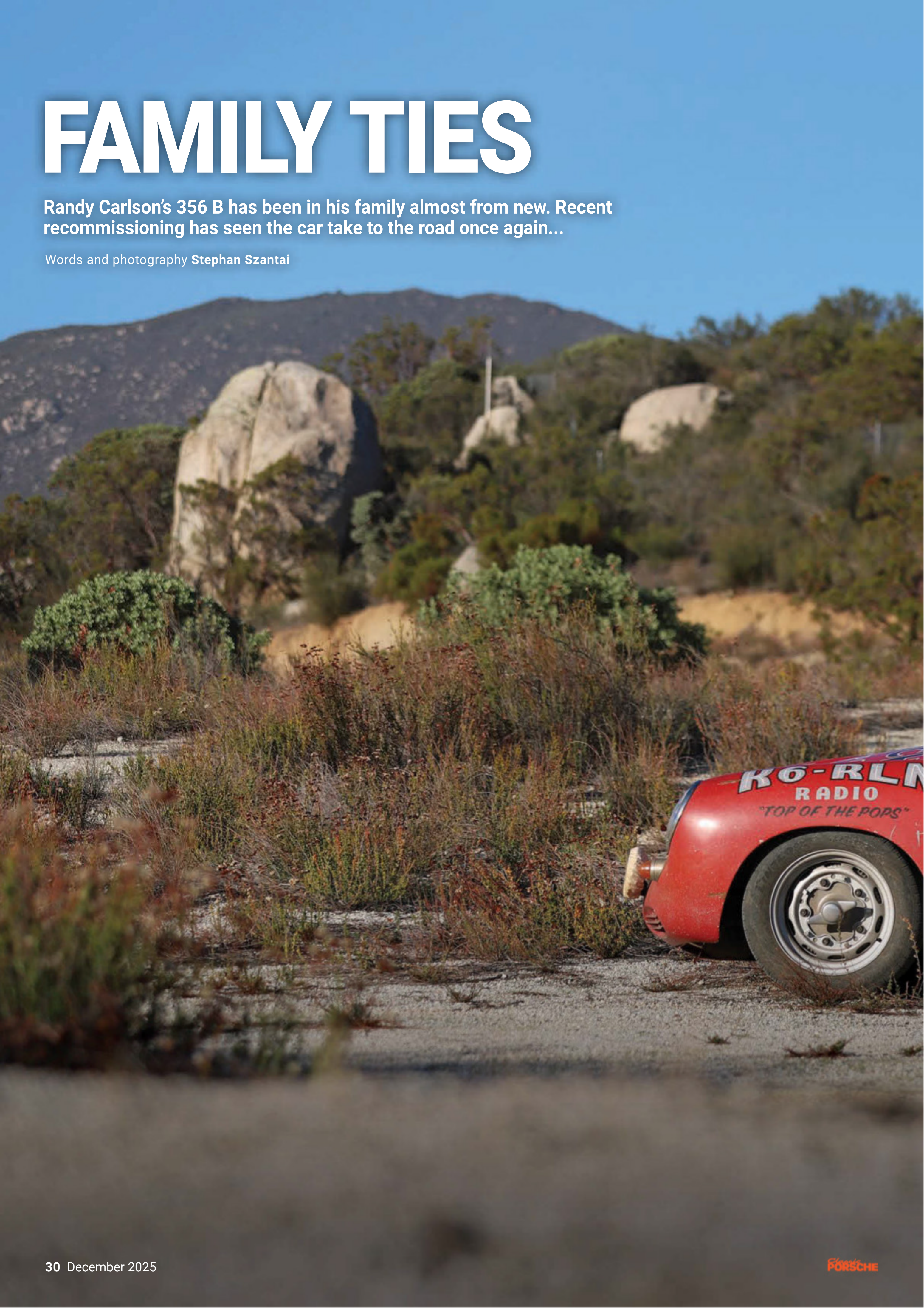
FAMILY TIES

Randy Carlson's 356 B has been in his family almost from new. Recent recommissioning has seen the car take to the road once again...

Words and photography **Stephan Szantai**


K6-RLN
RADIO
"TOP OF THE POPS"

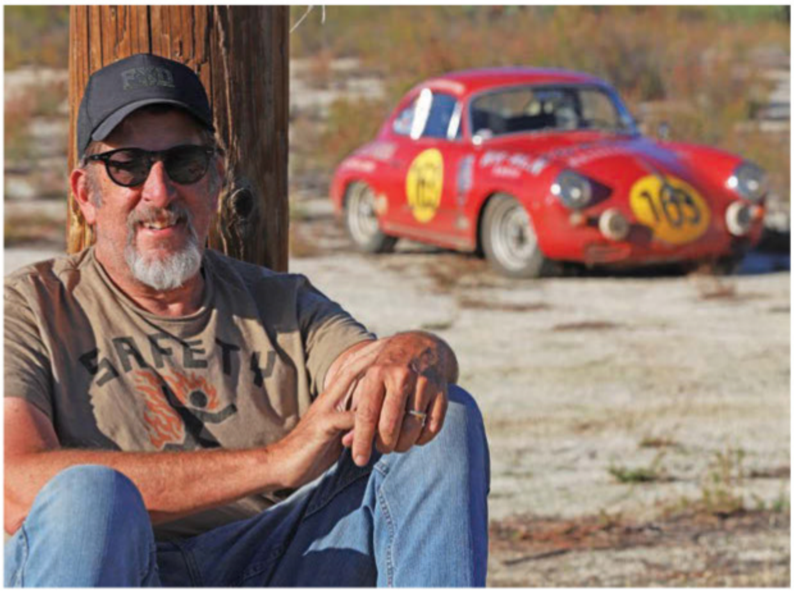
LA CARRERA PANAMERICANA
Piloto: R. Carlson
163
HOTEL CALIFORNIA
TODOS SANTOS B.C.S. MEXICO

Many of our Stateside readers will know Randy Carlson as founder of *oldbug.com*, a business specialising in buying and selling air-cooled Volkswagens, with the occasional classic Porsche thrown in for good measure. His successful career has resulted in the supply of vehicles to various film studios, work including loans of several Beetles for use during production of the *Herbie: Fully Loaded* movie in 2005. In fact, Randy has worked both sides of the camera, popping up on a handful of television shows, including appearances as a car appraiser in thirteen episodes of Discovery Channel's *Sticker Shock* in 2018.

His passion for air-cooled classics can be traced back to his father's purchase of a Beetle in 1960. A reliable and fun driver, the car made regular appearances at club rallies and events in Los Angeles, but in a tale almost as old as time, he soon longed for a sportier car, hence his decision to purchase a 1962 356 B coupe. "In 1964, he and one of my older brothers were out in the Bug and saw a 356 B on a used car lot. They stopped to take a look at the car and were surprised to discover it was less than eighteen months old. The car was purchased new by a guy in Pennsylvania, who'd collected it at the Porsche factory in Germany a year earlier. So the story goes, when the car landed in the US, it was immediately sold, ending up on the aforementioned car lot. Dad ended up driving away in the 356, leaving the Beetle behind as a trade-in. My brother recalls him asking whether our mother would be mad about the buy, considering it was a spontaneous purchase, of which she was not consulted."

He might not have realised it at the time, but Carlson the Elder had completed what history would prove to be a shrewd transaction. "The Porsche became Dad's daily driver. I was born in 1966. With three kids to haul around, he

Below Randy is known for the sale of air-cooled VWs and their vital organs



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“The Hot Tamale”

Above Signwriting is playful and looks great on this 356, in Randy’s family as a consequence of a chance spot on a sales lot in 1964

bought a 1965 Chevrolet, as well as a new house in suburban Orange County. Even so, at this point in our family history, the 356 started getting even heavier use, being driven every day on the commute from Orange County to Los Angeles, where Dad worked. These back-and-forth trips lasted until 1979, when his employer provided him with a company car. Immediately thereafter, the then tired Porsche went into storage. It had covered close to two hundred thousand miles without the need for an overhaul. Not bad for a little air-cooled sports car.”

THE KARMANN WAS SOLD, BUT NOT BEFORE BOTH THE VOLKSWAGEN AND PORSCHE WERE REUNITED WITH THEIR ORIGINAL ENGINES

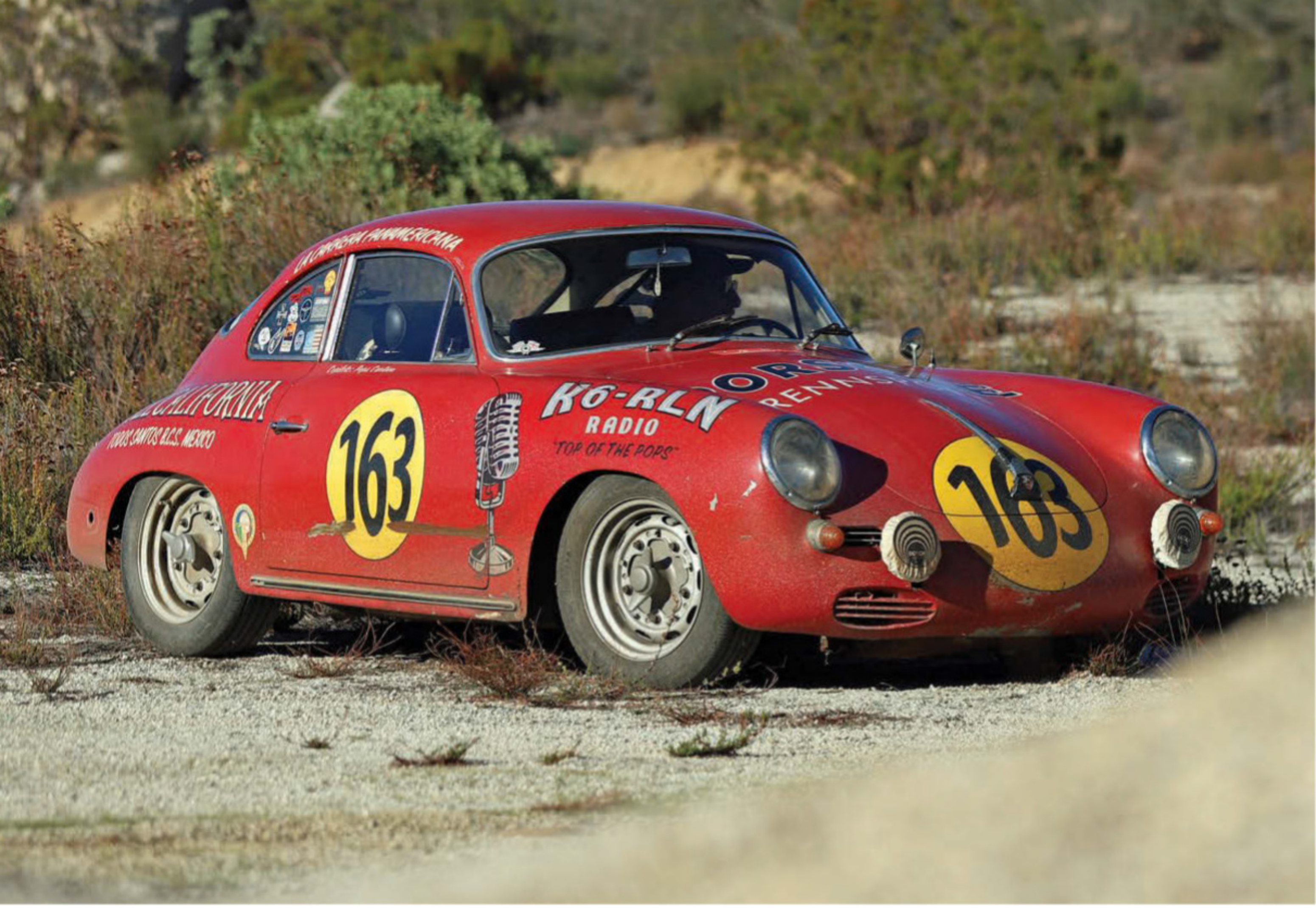
Despite not needing heavy restoration during its time in action, extensive use encouraged occasional cosmetic attention. “Dad piled on the miles, resulting in paintwork now and again,” Randy recalls. “On one occasion, he decided to have the car painted bright red from its original shade of Light Ivory. All this time, however, the original engine was retained. I think it was treated to a rebuild of the heads, but to the best of my knowledge, the bottom end remained untouched.”

SPORTS CAR CLUB OF AMERICA

When Carlson Sr passed away in 1985, the coupe remained in the family garage, where it was hiding beneath a thick layer of dust. When life eventually settled, Randy’s mother decided it was time to sell off some of the cars her husband had collected over the years. Ten vehicles were scattered in rented garages all over town. Randy sprang into action as a budding young hustler, finding new homes for most of the fleet, though he made it clear he wanted the 356 for his personal use.

“My eldest brother had eyes on Dad’s Mercedes-Benz W190 SL. My middle brother was more in need of money than a play car. Somehow, it all balanced out. I took ownership of the Porsche in 1987 and fiddled with it a bit. I didn’t have the funds to properly invest in the recommissioning work it desperately needed, but I was more than happy to look at its gorgeous curves and dream. That said, after a few years, I was in a position to get the car back on the road.”

In the early 1990s, Randy purchased a rough-but-running 1961 356 Karmann Hardtop, which was subsequently blown apart for restoration, temporally donating its powerplant to the 356. It wasn’t an ideal situation, but it meant the 356 could be put back to use, albeit under Volkswagen power. “Shortly after the engine swap, I decided to drive the Porsche to work. The journey was hugely enjoyable, but an hour after



Above As if fresh from a stage of La Carrera Panamericana

parking, a courier truck clipped a load of pipes sitting on a plumber's flatbed, which I'd parked next to. The pipes went flying and inflicted a series of dents across the front of the 356. The damage remains to this day. Other bodywork bruises are from a sideswipe and from where the car hit a snow-covered median at speed, all of which can be credited to one of my brothers."

The Karmann was sold, but not before both the Volkswagen and Porsche were reunited with their original engines. Again, then, the red 356 was a dead soldier. The original 1.6-litre motor was in need of a rebuild. The price of parts, however, was always an issue — funds were needed elsewhere, meaning the boxer remained impotent.

NEEDS MUST

The 356 got shuffled along during a couple of house moves until, more or less a decade ago, Randy installed a 1.7-litre Volkswagen flat-four, just to get the car back up and running again. This shift from originality, not to mention the less-than-perfect cosmetic condition of the Porsche, allowed Randy to toy with specification, starting with installation of a roof rack loaded with rally goodies. This was swiftly followed by the application of race number stickers on both doors. Shortly after attending California's Luftgekühlt 5 event in 2018, however, the transmission gave out, leaving the car once again in a state of suspended animation. The offending parts were replaced, but then the Volkswagen engine experienced an issue. The Porsche sat motionless. Again.

Randy reflects on the situation. "Looking back at the nearly four decades I have held the keys to this Porsche, I've only had it running and driving for maybe two years, and never on its original motor. It's really a shame and, frankly, something of an embarrassment to me personally. This is, after all, a car meaning a huge amount to me on a sentimental level. I'm sad to say it sat on the sidelines, silently watching as I built and restored dozens of other vehicles."

Events took an interesting turn in early 2025, when he paid a visit to his long-time friend, Randy Ingersoll, who was in the mood to clear out his garage. Ingersoll is known for his interest in rare Porsche and Volkswagen parts, as well as unusual automobiles. These include a Bay Window

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Few classics capture the soul of motoring quite like this impeccably presented Coupe. A matching numbers example finished in its original factory hue and paired with a refined black interior. Powered by a flat-four engine mated to a 5-speed manual transmission. This highly collectible Porsche is mechanically sound.

For $69,950

1976 Porsche 911S Coupe #18217

Introducing this matching-numbers coupe finished in a rare Emerald Green Metallic over a Cinnamon interior and powered by a 2.7L fuel-injected flat-six with a 5-speed manual. A highly desirable color combination and sought-after model, this example is both collectible and mechanically sound.

For $108,500

1976 Porsche 911S Coupe #16776

The introduction of this special-order in Metallic Blue that is equipped with a sunroof, VDO instrumentation, rear bumperettes, chrome headlight rings, Bridgestone tires, and Fuchs-style wheels. It comes equipped with its matching-numbers 2.7-liter air-cooled flat-six engine paired to a 915 five-speed manual transmission.

For $62,500

1974 Porsche 911 Targa #18563

Finished in its highly desirable factory Lime Green over a black interior, this air-cooled Targa presents as a standout example for both collectors and drivers alike. The car is accompanied by $18,756.51 in documented service receipts spanning from 1986 through 2023. It is equipped with a flat-6 engine with fuel injection, a 915 4-speed manual transaxle.

For $59,950

1997 Porsche 993 Targa 6-Speed #18866

Striking in Guards Red over Cashmere Beige, this Targa pairs timeless design with thrilling performance. A 3.6L flat-six, 6-speed manual, and speed-activated rear spoiler deliver an exhilarating drive, while the signature sliding glass roof offers open-air freedom. Well-equipped with 17-inch alloys and service history, this example is both meticulously cared for and highly collectible.

For $69,950

1969 Porsche 912 Coupe 5-Speed #18550

This matching-numbers California car is equipped with a 5-speed manual transmission, flat-four engine with Weber dual carburetors, 15-inch Fuchs-style wheels with Michelin tires, VDO instrumentation, and Bosch taillights. A highly collectible and very desirable 912 that combines originality, presentation, and mechanical soundness.

For $89,950

1973.5 911T Sunroof CIS Coupe #18531

Presenting a California car equipped with its numbers-matching 2.4L flat-six, factory CIS fuel injection, and a 915 5-speed manual transaxle. It is finished in Gemini Metallic Blue over black, originally delivered in rare Paint-to-Sample Agate Brown Metallic. A highly desirable long-hood 911 that blends originality, specification, and mechanical confidence.

For $84,500

1980 Porsche 911SC Targa #18980

A stunning low-mileage example showing just 37k miles, this matching-numbers Targa encapsulates the spirit of pure driving pleasure. Powered by a 3.0-liter flat-six paired with a 915 5-speed manual transaxle, it delivers that unmistakable balance of precision and performance. It is equipped with air conditioning, power windows and mirrors, Fuchs-style wheels, and a removable Targa roof panel.

For $69,950

1966 Porsche 912 Coupe #18715

Introducing this 1966 Porsche 912 Coupe 5-Speed featured with matching numbers. Finished in its factory color Light Ivory (6604) perfectly complemented by a black interior. Showcasing its west coast roots, sporting a California black-license plate. If you're in search of a highly collectible classic car that combines style, heritage, and performance, look no further than this short-wheelbase 912 that is mechanically sound.

For $76,500

1995 993 Carrera Cabriolet #18996

A beautifully kept air-cooled icon showing just fifty-nine thousand miles on the odometer, and finished in its factory-ordered Polar Silver metallic with a refined blue interior. Powered by a 3.6-liter flat-six, Tiptronic transmission, with over $17,000 in documented service history. This is a prime example of a well-maintained and highly collectible 993 Carrera Cabriolet that is mechanically sound.

For $59,950

1975 911 Carrera Sunroof Coupe #18161

Presenting an extremely original air cooled Coupe featured in exclusive Paint-to-Sample Green with matching numbers and 61,825 miles on the odometer. With only 395 examples ever made, this particular 911 is number 287, making it a highly sought-after collector's item. Don't miss out on the opportunity to own a piece of Porsche's storied legacy which is in outstanding condition and mechanically sound.

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Above Interior is sparse, presenting just the basics

Facing page Originally Light Ivory, the car was painted red during Carlson Sr's ownership

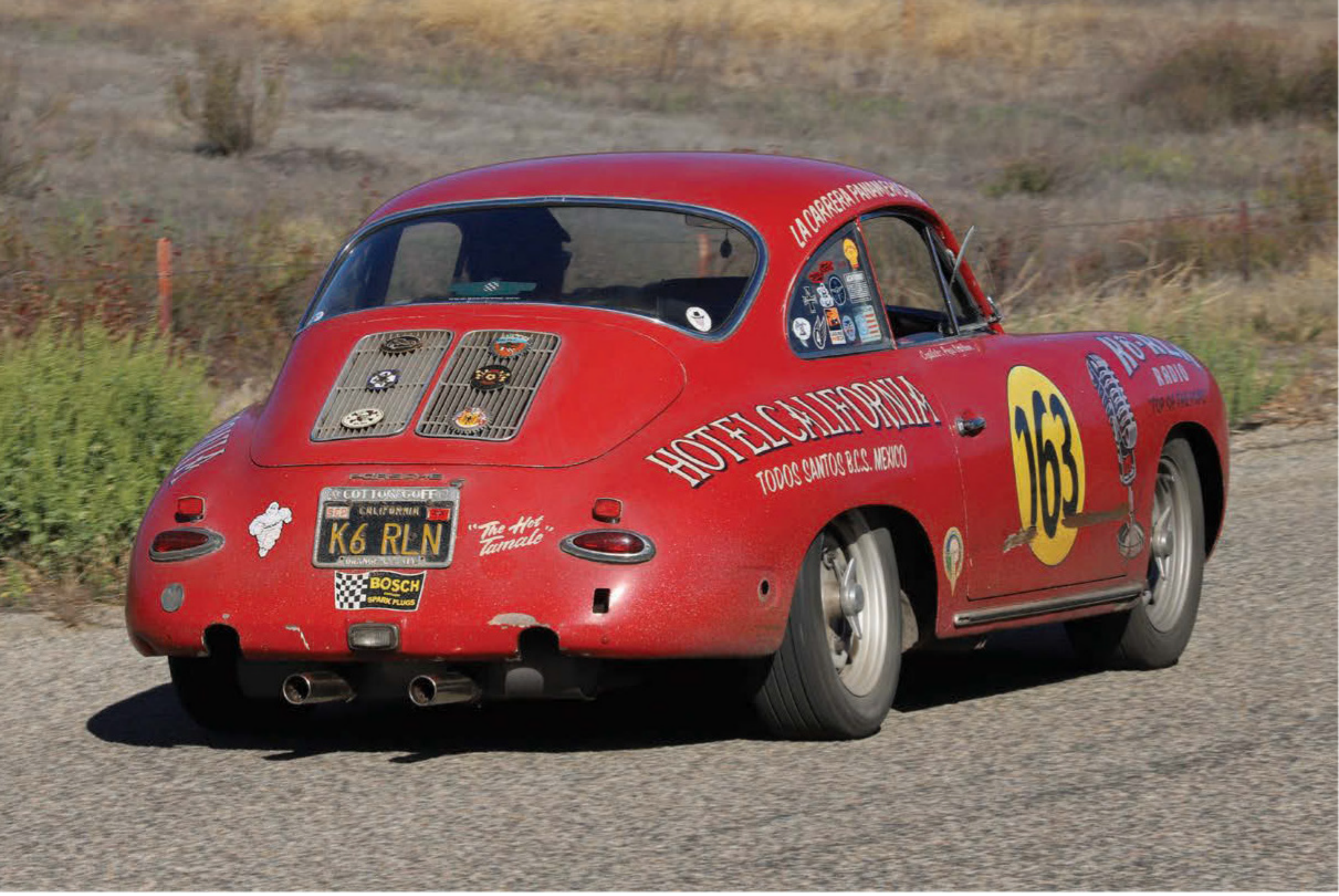
Bus converted into a low-loader and powered by a 2.2-litre Porsche flat-six. Randy C had the opportunity to dig through Randy I's pile of parts, which included a variety of new old-stock 356 components. In fact, Randy C returned home with all the vital items he needed to complete a rebuild of his Porsche's original engine, all acquired at 'mate's rates' — among the haul was a new crankshaft, big bore pistons and cylinders, a set of cylinder heads and more.

Benton Performance assembled the short block. This Anaheim-based business specialises in bespoke, high-performance builds and full restorations of four-cylinder Porsches. Specialities are spread throughout the Benton Performance team, giving the company the ability to tackle any challenge rolling through its workshop doors, which were reopened following a devastating fire in 2019. We reported on the fallout from the event shortly after the damage was done, but we're delighted to declare founder, Jonn Benton, and his team of 356 and 912 experts are once again firing on all cylinders, resurrecting previously neglected flat-four-propelled Porsches for road and race, as well as developing a signature line of custom builds for discerning customers.

HE ISN'T IN ANY HURRY TO GIVE UP THE GHOST AND PLANS TO ENJOY A FEW MORE DECADES GRINNING EAR-TO-EAR BEHIND THE WHEEL

Randy didn't require anything quite so exotic, just the rebuild of his 356's boxer. John was happy to oblige, as was Tom Mace at Tom's Foreign Autohaus in Temecula, who handled tuning of the reinvigorated powerplant. Reuniting it with the car after close to three decades was a special moment, so much so members of the local Porsche Club of America (PCA) chapter and a bunch of Randy's friends came over to help with installation. "A day I will never forget," he smiles. Finally, the car could be enjoyed again, but in the manner its maker intended. "I like the time-capsule feel to this Porsche. I take comfort in it possessing the same interior as when my father last sat behind the wheel. There's a folded receipt under the horn button. He put it there to stop a rattle. I dare not remove it. Quite apart from encouraging the rattle to return, it's a physical link to my past, to my father. Put simply, it's a warm reminder of him."

With the car running faultlessly, Randy decided it was time to give afford it minor cosmetic attention, but he knew the financial pitfalls of a restoring a 356 in today's world and had no desire to either go bankrupt or be without the



Above Painting pretend sponsor graphics on the car gives it plenty of character, although Randy isn't sure his dad would approve

car for an unspecified amount of time. Instead, he worked with the paint fade, the dents, the years of use and abuse, and opted to celebrate the patina. "I decided to make it look like a seasoned entrant to La Carrera Panamericana," he beams, referencing the gruelling, high-speed road race held in Mexico from 1950 to 1954, spanning thousands of kilometres across open public roads and renowned for its danger, glamour and international prestige.

Hand-lettered signwriting by Bailey Clayton of Clayton's Sign Painting delivered pretend sponsor graphics, playful logos and personal tributes to the history of the car and Randy's father. The *K6RLN* logos on the front fender, for example, are based on Carlson Sr's ham radio call letters, which also feature on the licence plates, as they have done since 1964. *Hotel California* lettering on the rear reflects the fact the car has never left the State, insofar as *you can check out any time you like, but you can never leave*. The *Top of the Pops* tagline is a direct tribute to Carlson the Elder, as is *Copilot Pops Carlson*. The faux dirt on the exterior is thinned and dirt-coloured house paint, carefully sprayed and splattered to make it look as though the car is fresh from the trails of Mexico's Baja peninsula.

In August, Randy drove four hundred miles north to the city of Monterey for Car Week and hit every event allowing the Porsche to attend, before making the long drive back home. "It was the first time I felt like I was driving the car the way my father drove it, which is to say hard and fast with a smile on my face. I must be honest, I don't know if he would approve of the finish, but much like coming home with a tattooed heart reading *mom*, it's hard to dispute the sentiment of the message behind the image."

Randy intends to keep this family heirloom until his exit from this world. He's made plans to leave it to his children, who he hopes will enjoy the car long into the future. That said, he isn't in any hurry to give up the ghost and plans to enjoy a few more decades grinning ear-to-ear behind the wheel, rather than having the coupe sit idly in the corner of his expansive workshop. "I may not put two hundred thousand miles on the car, but I'd love to see that odometer turn over once again. This Porsche is a keeper, meaning it might just be possible." Yep, he's definitely caught the bug. **CP**

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Copiloto: Pops Carlson

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READER'S 3.5-LITRE DIY BUILD CARRIED OUT FROM HIS HOME GARAGE

NOVEMBER 2024

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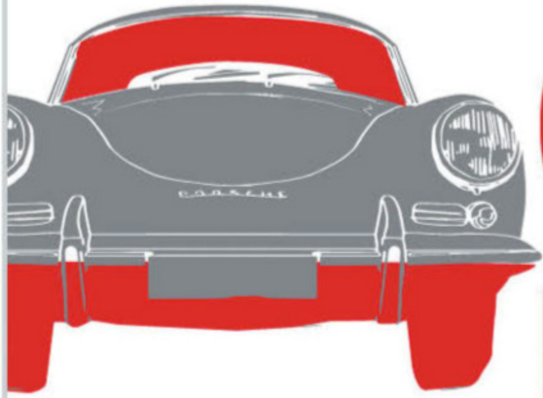

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9M GT2

WILD BLUE YONDER

When an original 993 GT2 is out of reach, Warrington-based marque specialist, Ninemeister, will build you a version even better than the real thing...

Words **Nicholas Found** Photography **Chris Wallbank**

Never meet your heroes, as the saying goes. Well, meet them, but be prepared for heartbreak. The dream house may have dodgy wiring. The legendary rock band could be pithy and uninterested. Your teenage self's poster car? It'll almost certainly be louder, harsher and more awkward to drive against modern traffic than you imagined. Even if it *is* almost perfect, the fact it doesn't entirely live up to the dream will gnaw at your heightened expectations, driven by years of anticipation. Thankfully, in the realm of Porsches, there are solutions. A word of caution: like all the best relationships, elevating experiences to the best they can be requires time, deep understanding and commitment. Passionate owners of classic cars often see this way of thinking as a necessary price to pay in order to fulfil ambition. Without it, we wouldn't have the high-level restomod (a portmanteau of *restoration* and *modification*), which has gained huge traction in recent years — it's not unusual to meet owners dedicating much of their time and money to restoring classic Porsches to better-than-new standards, whilst introducing enhancements making their retro ride more reliable and usable in the here and now.

> **GIVE COLIN A DONOR 993 AND OVER THE COURSE OF FIFTEEN MONTHS, THE 9M TEAM WILL BUILD YOU A GT2 YOU'LL ACTUALLY WANT TO USE**

The Porsche scene has long been a leading light in restomod culture. Arguably, 911s sit in the sweet spot insofar as having a wonderful interchangeability of parts between different generations of Neunelfer, while at the same time being valuable enough to make the investment of resources required for full restoration (or, indeed, restomod) worthwhile. And yet, they still rust to high heavens. For this reason alone, comprehensive restoration is commonplace in today's Porsche world, certainly as far as air-cooled cars are concerned.

Not too long ago, forward-dating a G-series 911 to replicate a 964 was the done thing. Nowadays, you're more likely to see a 964 being backdated to make it look like an F-series. Clearly, tastes change. Then again, yours might not have. Perhaps you've yearned for a GT Porsche since they were conceived in the 1990s? The most desirable of these cars? The 993-generation GT2, manufactured between 1995 and 1998. Unless your name starts with Elon and ends in Musk, I'm guessing the seven-figure price tag commanded by an original GT2 is beyond reach. That said, thirty years have passed since the GT2's launch. I reckon you'd probably do things differently now. For example, you might make the package safer, as well as throwing in creature comforts, such as Apple CarPlay. Warrington-based independent Porsche maintenance, restoration and tuning house, Ninemeister, assumes so.

Let's cut to the chase. Ninemeister, through its 9m tuning division, has just finished work on an utterly gorgeous 993 GT2 evocation. Company owner, Colin Belton, has been personalising Porsches for three decades, offering parts, servicing and restoration, as well as bespoke builds, many of which have graced the pages of this magazine over the years. The 993 GT2 is his dream car, his ultimate Porsche. Praise indeed — he knows how to pedal a 911, having raced Cup cars. As far as he's concerned, the 993 GT2's appeal stretches beyond its poster-worthy looks. He values the model's offering of a raw and analogue driving experience. Nonetheless, as a consequence of Ninemeister having cared for several customer-owned examples of the breed, he understands the GT2's flaws.

Development of the 993 was rather modest. The intention was for it to be a completely new design over the 964, but budget constraints meant the 911 launched in 1993 was, broadly speaking, a restyled version of its immediate predecessor. Even so, the 993 holds the position of the last generation of air-cooled 911.

VISION THING

Porsche design guru, Tony Hatter, penned the swooping curves. What spawned in the 1995 homologation-special GT2 was the most outrageous looking 911 ever seen. Even the 992 GT3 RS, complete with gargantuan spoilers and wheel arches looking like they've been sledge-hammered, somehow appears 'try-hard' against the timeless confidence of the 993 GT2, which marked a U-turn in Porsche's intention to engineer a road car producing more than 400bhp with four-wheel drive. You see, the GT2 took the four-wheel drive 993 Turbo and converted it to rear-drive for homologation purposes. To handle the Turbo's 400bhp-plus output, 993 GT2s are lavished with suspension from the same-age Cup race car, with wider track accommodated by bolt-on arch extensions. The removal of rear seats, sound-deadening, airbags and even interior door handles shaved more than two hundred

Facing page
The first in a limited run of 9m93GT2 cars to roll out of the Ninemeister studio

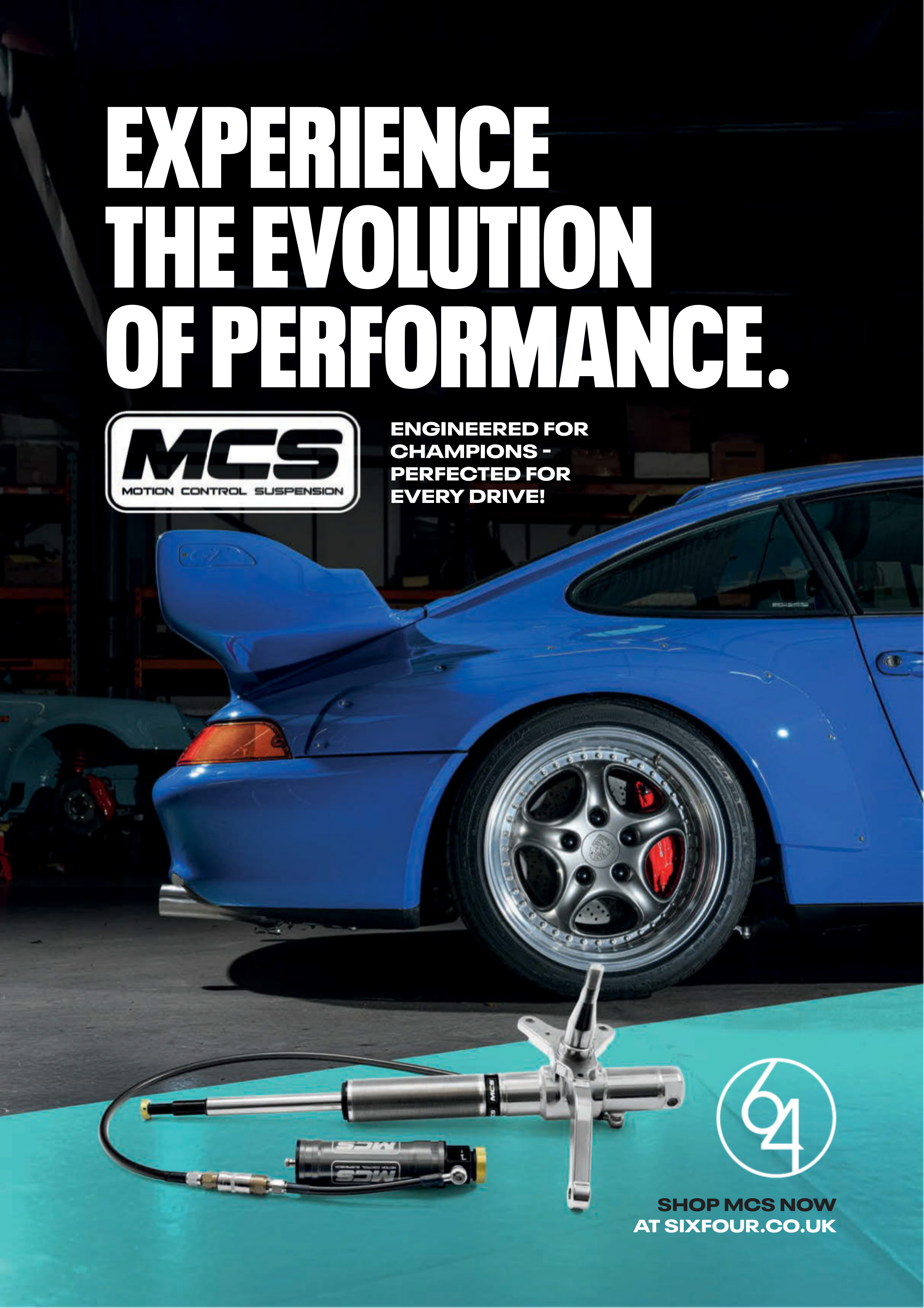
kilograms. Think of it as your teenage crush, but after they've been on a serious diet and had a dose of bum filler.

The 993 GT2 is not all mouth and no trousers, debuting in racing at the 24 Hours of Daytona in February 1995. That year alone, 993 GT2s won events in some of the most challenging race series, including BPR Global GT (featuring heavily modified road cars competing across Asian and European circuits), as well as the ISCCA World Challenge, German ADAC GT Cup, Japanese GT Championship and Le Mans GT2 Trophy. Racing proved successful for the 993 GT2 in the years to the millennium.

To homologate the model for competition, Porsche had to build a handful of road-legal GT2s. Thus, the ultimate street-spec air-cooled 911 was created. There's a problem, though. With all the will in the world, you'll struggle to buy a 993 GT2 today. Badged *GT*, this was a special order 993 from the manufacturer's motorsport division in Weissach. At £130,000 new, the GT2 cost roughly a third more than the 993 Turbo it was based on. Between 1995 and 1998, 192 road-going GT2s were built, including twenty-one lighter and more powerful Evo models, with just seven made in right-hand drive. Finding one for sale today is a game of chance and negotiation.

Even if you do find yourself in a position to buy a 993 GT2, I doubt many of you used to the hot seat of a more modern 911 would enjoy driving this bona fide classic. Yes, the 993 GT2 is the ultimate expression of the air-cooled 911, but as brilliant as we all know it to be, hindsight allows us to accept this flavour 993 is far from perfect. The interior, for example, is archaic. And on anything but the smoothest track, the front end chirping around leaves me wincing, wondering when the deep front splitter will be damaged. For anyone living in the UK and wanting to use a GT2 on the road, this isn't just a problem to navigate, it's enough to deter you from driving. And when an unavoidable pothole veers the wheels off course, GT2s aren't exactly safe when facing a battle with the nearest ditch. This is where Ninemeister comes in. Give

Below Twin-turbo engine develops just shy of 500bhp, with further improvements in delivery of power due to be executed by the 9m team shortly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Colin a donor 993 and over the course fifteen months, the 9m team will build you a GT2 you'll actually want to use. They'll cherry pick the best original parts and appoint considered enhancements to refine the package.

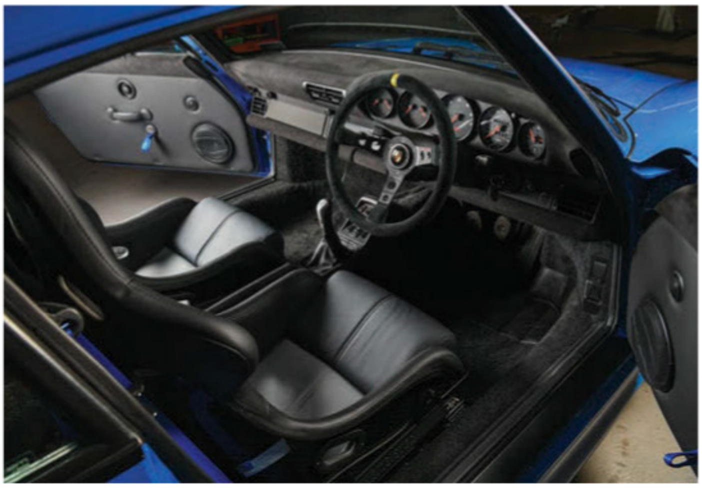
The build pictured on these pages represents the first of a small handful of 9m93GT2s to roll out of the Ninemeister workshops, the programme yielded from a catalogue of fate and opportunity spanning more than half a decade. The donor 993 Carrera 4 chassis belonged to Colin's friend, Jason Robinson, who also owned a 964 Carrera 4 with a single turbocharger, configured by the 9m team. As is often the way between friends, discussions led to ambition. In turn, ambition led to reasoning, resulting in mating of the modified 964's turbocharged engine to the 993 Carrera 4 chassis.

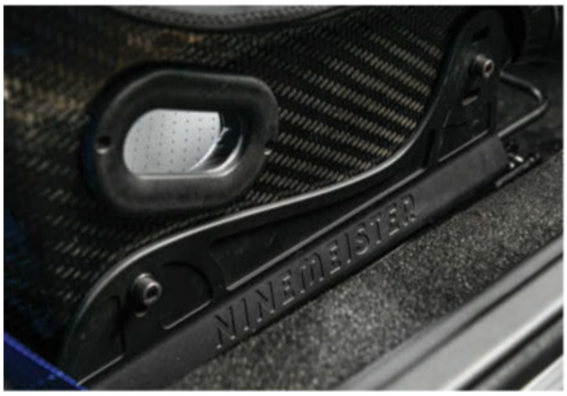
When Jason later put the 993 up for sale, finding a buyer for such a one-off special proved impossible. Colin, of course, knew the car's quality and recognised further potential. Needless to say, he snapped it up as a candidate worthy of being converted to GT2 specification. There was an elephant in the room, though. A 993 GT2 is powered by a twin-turbocharged 3.6-litre flat-six, meaning the single turbocharger setup on the donor 993 would start the project on the wrong footing. As a result, the engine was removed and sold. As fate would have it, a trader in Surrey was breaking a 993 Turbo, which had been front-ended. Two days after hearing about the car, Colin bought its engine, gearbox and ancillaries. The process of stitching the perfect air-cooled 911 tapestry had begun.

The first thing I notice about the finished product? The bodywork. It's flawless. Porsche knows how to paint a car, but this exceeds anything the boys in Stuttgart can achieve. Of course, the secret to a pristine finish is taking the time to execute perfect preparation — the surface on which the paint falls must be absolutely perfect. On this note, the car was stripped to a shell at Ninemeister. Fabrication work included brand-new OEM rear quarter panels, sills and kidney bowls to aid in the conversion of the Carrera 4 body to wide-body specification. Additionally, the sunroof was replaced with a non-sunroof panel.

Panels were jigged to achieve the perfect fit, after which, the body and chassis were acid-dipped by Surface Pro in Dudley, a process removing any speck of corrosion before the bare metal is treated to an application of electrophoretic coating. Back at Ninemeister, a session on the jig to re-check panel gaps formed part of the company's exacting twenty-stage bodywork preparation and paint process. This saw the surface block-sanded and primed four times, thereby ensuring no high or low spots across the panels. After painting in-house with Glasurit products and dressing the car in a lick of Pure Blue (a 997 colour), the car was back in

Above Bespoke three-way adjustable dampers are being developed for the 9m team by Motion Control Suspension





Above Seats are a custom carbon creation based on the design of those originally fitted to the 993 Carrera RS

the build shop for assembly. The result speaks for itself, with quality deserving of an icon.

The same level of attention to detail is applied below the surface. Take the wiring, for example. The loom was stripped and modified by the 9m team, going further than Porsche ever did. For instance, the 993 GT2 uses a generic loom from a 993 Turbo, including wiring for a sunroof and high-level brake light. A GT2 has none of these things, hence Ninemeister deleting redundant wiring, then futureproofing by pre-installing switched lives for modern and future accessories, such as a tracking device. The result of this work will never be seen, but delivers a wiring harness lavished with the same level of care as the bodywork, which is *very much* clear to see. In fact, this level of attention detail extends across every facet of the build.

START THE ENGINE AND THERE'S A DEEP, BELLOWING TONE TO THE EXHAUST AS THE LIGHTENED FLYWHEEL CHATTERS AWAY AT IDLE

The seats may well encapsulate the ethos of this project. Most restorers would source an original Porsche seat, but as Colin warns, you can't trust a seat three decades old — buying second-hand is not the way forward. You might suggest fitting third-party options from Cobra or Recaro, but do so and Colin will probably give a look as though you'd defecated on his desk. "Aftermarket options are either too narrow, too large, or don't look right to the educated eye," he reasons. This train of thought led to Ninemeister commissioning its own design, taking the best starting point Porsche has to offer, which in this case, is a 993 Carrera RS seat. Essex-based carbon-fibre manufacturing specialist, Reverie, was tasked with the job of reproducing the design in carbon-fibre to FIA approval. The finished seats are mounted to 9m-manufactured billet side brackets, which are lighter than the original aluminium items from Porsche. The result is something feeling authentic, but with the reassurance of being new and using the latest materials to a higher standard than was achieved at the time of the original 993 GT2's time in production.

Unsurprisingly, a Porsche Classic Communication Management (PCCM) head unit resides in the dashboard, introducing Android Auto and Apple Car Play to proceedings. The 9m team has even added electrically operated door mirrors. This means, should you wish to spilt with friends the near half-a-million cost to convert a 993 to 9m93GT2 specification, switching between drivers is that bit less frustrating. The mirrors are mated to steel doors with added reinforcements, ensuring greater safety than the aluminium parts of an original GT2. Like the standard GT2, though, the 9m car features an aluminium bonnet, carbon-fibre rear spoiler and seam-welded chassis, but is closer in

specification to the 993 GT2 Evo. Look ahead and the MOMO steering wheel, complete with Porsche script engraved into its upper right-hand spoke, screams with a tailored sense of purpose. The rest of the interior is refreshed, too. There's a lightweight original-equipment carpet set, complemented by Alcantara draped over the headlining, pillars and dashboard. Leather door panels house blue door release pulls. Such is the quality of integration, everything looks and feels as though it's always been here.

SMALL WONDER

Start the engine and there's a deep, bellowing tone to the exhaust as the lightened flywheel chatters away at idle. It's loud and metallic, giving an immediate sense this is an angry little car. I say 'little' because it is compact, despite the GT2 arch extensions from carbon-fibre automotive accessories manufacturer, D Moris Styling. The windscreen feels close, being in the same position as it was when the 911 was first launched in the 1960s.

Pulling away, the clutch is feelsome, but unforgiving when concentration lapses. The 9m93GT2 runs the aforementioned lightweight flywheel and clutch package, deleting the standard 993 Turbo's hydraulically assisted clutch in favour of the GT2's non-assisted setup. The rebuilt GT2-specification Getrag G50/54 gearbox sends power to the rear wheels through a ZF 40/65 limited-slip differential and GT2 hollow driveshafts. The result is a lighter front end (without the bulk of the Turbo's four-wheel drive system) and means the fundamental touch points of the driving experience feel present and correct.

It doesn't take much seat time to realise how addictive the power delivery is. This 911 is truly alive and constantly communicating with me like a loud, excitable puppy. The car runs a factory Bosch ECU recalibrated by Todd Knighton at Stateside Porsche tuner, Protomotive. Future builds will be equipped with a Ninemeister-tuned Life Racing ECU to bring consistency against the otherwise wide variety of electronic brains fitted to 993s.

Together with its rebuilt K24 turbochargers and Ninemeister stainless steel exhaust, the 9m93GT2 develops 495bhp, more than ten percent up on an original GT2. The power comes with a thump similar to taking a shot of vodka on an empty stomach, developing 550lb-ft of torque at 4,650rpm and peak horsepower at what turns out to be a heart-racing 5,100rpm.

Wide Michelin 295/30 rear and 235/40 front tyres are wrapped around eighteen-inch Speedline split rims. In a standard GT2, I cannot hear myself think. With the 9m93GT2, however, thanks to selective sound-deadening, passenger giggles can heard, even when boost kicks in.

The dampers, meanwhile, are currently being developed to

Above With an original 993 GT2 now likely to set you back in the region of two million quid, the 9m team's offering represents excellent value for money

Below Engine and exhaust sound are loud when you want them to be, but careful attention has been paid to cockpit soundproofing

custom specification by Motion Control Suspension (MCS). If the name sounds familiar, it's likely because Editor Furr's 997 Carrera 4S is being used as an MCS test mule to develop a premium adjustable damping system for four-wheel drive variants of the first-generation 997, including Turbo models, as documented in recent issues of our sister title, *911 & Porsche World*. In partnership with MCS distributor, 64 Tailored Performance, Ninemeister is developing a custom variant of the MCS three-way adjustable damper kit to be used on the 9m93GT2 and other 9m builds to be showcased in this magazine. Essentially, adjusters on the reservoirs allow for comprehensive alteration of high- and low-speed compression, while adjustment for rebound is configured by a dial atop each damper. In addition, a Schrader valve on the reservoirs — which can be positioned anywhere around the car, such as on a roll cage, by way of discreet fluid transfer hoses — allows for setting of nitrogen levels. In typical applications, this provides the ability to increase stiffness for track use, as well as bleeding nitrogen levels for road use. For 9m's purposes, this extensive level of adjustability enables super-fine tuning of damper settings specific to the requirements of the 9m93GT2, which when coupled with the kit's custom coil springs, will deliver unparalleled handling and comfort from a GT Porsche. As an aside, the design of the dampers for this new kit are sympathetic to those of the 993 Carrera RS, but in terms of manufacturing processes and the incorporated technology, are light years ahead, not only because RS dampers are simple, non-adjustable items, but also because MCS can count decades of experience supporting top-flight teams running 911s at IMSA events and Le Mans, culminating in industry-leading knowledge in the field of Porsche suspension systems.

AND LET'S NOT FORGET, IT STILL HAS CURVES TO RIVAL CHRISTINA HENDRICKS WEARING A STUDDED CORSET

RS-specification top mounts, anti-roll bars and bushes tie the kit to the chassis, which features a detail carried over from GT2 Evos: a 'tilt kit' at the rear, replacing rubber subframe mounts with solid items. This update means even as the back-end squats under acceleration, the rear suspension geometry remains in a neutral position. Add this together and the tyres can better communicate what's

happening on the road by way of strength of chassis, adding stability, even at the limit.

When my inner hooligan kicks in, the ability to pull off heroic and controlled oversteer from pedestrian speeds remains never greater than in a GT2. Its combination of lightness, power and core strength means it pirouettes like a ballerina and pointes on its toes through bends. Exercise every muscle and it's a controlled and rewarding experience.

Bringing all the drama to a stop are 'big red' four-piston calipers at both the front and rear, using 322mm ventilated discs and a 993 Carrera RS four-channel anti-lock braking system. This 993 ultimately remains a test bed to support the development of future Ninemeister builds, where upcoming iterations will include carbon-ceramic brakes and variable geometry turbochargers to smooth the spike to peak power. Don't think the enhancements over a standard 993 GT2 have taken anything away from the character of the OEM car, though. The 9m machine still needs to be steered on throttle to extract the most out of its rear bias. Colin stresses Ninemeister makes sure whatever the company changes or develops allows the character of the original GT2 to shine through. Incidentally, refining the GT2 recipe amplifies the details that matter. And let's not forget, it still has curves to rival Christina Hendricks wearing a studded corset.

The 9m93GT2 being quieter — not quiet — than a standard GT2 means it better communicates. Fewer vibrations give an inherent sense of toughness, I can hear the breathy turbochargers and even enjoy Spotify through the Porsche Classic head unit. Together with the very latest suspension technology, the 9m93GT2 makes the job of actually getting about on UK roads in an air-cooled 911 vastly more enjoyable, knowing I'm wrapped up in a safer and more sophisticated package, which allows its brutal turbocharged heart to sing more of the time. Make no mistake, the 9m93GT2 is the perfect air-cooled 911 experience for the roads of today. **CP**

Below 9m93GT2 build is one of many bespoke 911s the 9m team has been working on of late

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RUBBER SOUL

From early 356s to the last of the air-cooled 911s and beyond, Doncaster-based Longstone Tyres has the period-correct rubber to keep your classic Porsche rolling right...

Words **Dan Sherwood** Photography **Ade Brannan**

Step through the creaking door of the unassuming 'shed' Longstone Tyres calls home in Bawtry, South Yorkshire, and you're instantly hit by the unmistakable aroma of old rubber, oil and warm tea. Dust motes dance in shafts of light pouring through skylights, catching on the curves of classic wire wheels and the crisp tread blocks of tyres stacked floor to ceiling. Every wall, every rafter, every corner is bulging with black circles. Michelins, Pirellis, Dunlops, Avons. All are neatly labelled and ready to bring a classic car back to its best. Between tyre stacks, a vintage Frazer Nash glints beneath a fine layer of workshop dust, quietly whispering stories from the early days of motoring. There's a comforting clatter from somewhere deep within this warehouse, the muffled hum of a compressor and the hiss of an air line, all wrapped in the easy soundtrack of friendly Bawtry banter.

AN ACHIEVEMENT MADE POSSIBLE BY DOUGAL'S FOSTERING OF VITAL LINKS WITH TYRE PRODUCERS

Before we get a chance to take it all in, a mug of tea appears before us, followed closely by the hand of Dougal Cawley, the man behind Longstone Tyres. His jeans are blacked with streaks of rubber, his Hawaiian shirt a riot of colour amid the monochrome stacks. His mop of silver hair is as untamed as the grin greeting us. "We're not posh," he says with a chuckle, "but we know all there is to know about tyres."

Dougal exudes the kind of confidence gleaned from decades of immersion in the world of tyre design. He has an encyclopaedic knowledge of classic cars and the specific tyres making them handle, steer and feel as their makers intended. To driving enthusiasts the world over, this place isn't just a storage facility, it's a cathedral of classic rubber, where history meets the road. Founded by Mike Hirst, Longstone Tyres began trading in the village of Great Longstone, located in the Derbyshire dales, hence the company's name. Back then, the business was a source of hard-to-find spares for the Alvis Owners Club and focused on the supply of specialist tyres for predominantly pre-war vehicles. Dougal bought the firm after Mike announced his intention to retire in October 1999. "I was working as a tree surgeon. When I heard Mike was looking to sell up, I recognised this was the perfect time to follow my passion for classic cars before I developed a bad back or lost a limb to an errant chainsaw incident."

After a brief transitional period seeing Dougal work alongside Mike as a means of learning the ropes and how Longstone Tyres functioned, Dougal moved the enterprise to its current location in Bawtry. "My family has operated an HGV trailer hire business out of Hudson's Yard in Bawtry since the 1950s," he continues. "I moved Longstone Tyres into an empty unit once used as a welding bay. I kept the Longstone Tyres name, primarily because it was already known as a highly regarded supplier of specialist tyres." Since then, the business has gone from strength to strength, carving a niche comprising equal parts technical expertise and deep-rooted passion for historic motoring. Dougal refers to himself as 'the head anorak'. It's an apt description. "All of us working at Longstone Tyres are classic car nerds," he laughs. "We have to be in order to remember the sizes and compounds of different tyres, as well to maintain awareness of the construction of cars built decades apart from one another. Our work isn't crudely about fitting something round and black. No, it's about putting a historic vehicle back on the tyres it was designed to make use of."

TRUSTED PERSONNEL

This unwavering dedication to providing owners of classic cars an opportunity to experience their respective steeds in the manner their manufacturers originally intended is the cornerstone of success enjoyed by Longstone Tyres. It's imbued in all who work here. Alongside Dougal — and with the company from the moment he became owner — is his wife, Liz, who serves as the company's marketing mogul. She's the brains behind the brand's oft-controversial print advertisements, which appear in magazines all over the world. With a lifelong love of classic cars, she's a member of the Vintage Sports Car Club, as well as the Frazer Nash Car Club, and enjoys ownership of Ford Model A and an Austin Seven. Additionally, she competes in sprint races from behind the wheel of Dougal's 1921-chassis GN/Ford 'Piglet'.

"Both Liz and I are huge fans of pre-war British automobiles, especially those built by GN Cars and

Facing page This small but knowledgeable team is perfectly placed to help you with the selection and supply of tyres for your Porsche

Frazer Nash," Dougal tells us. "These cars formed the basis for the enterprise becoming AFN in 1927." Those three letters will be familiar to many of our readers. Long story short, Frazer Nash was established in 1922 after its founder, Archibald Frazer-Nash, split from his business partner, Ron Godfrey (of GN cyclecar fame). Frazer Nash was essentially a builder of unique chain-driven cars using GN components with new bodies. Though an innovative engineer, Frazer-Nash struggled to make his Kingston-based business profitable, leading to financial collapse and incorporation of a new company, AFN, in 1927. Two years later, HJ Aldington took over as Managing Director and the operation was moved to Isleworth, Middlesex. Frazer-Nash remained as the company's technical consultant, but AFN was now being run by the Aldington brothers (Aldy, Don and Bill), who oversaw the production of close to 350 chain-driven Frazer Nash sports cars until the outbreak of war in 1939.

AFN had become the official British importer and assembler of BMW cars in 1934, badging them as Frazer Nash BMWs for the following five years. In 1946, a year after the end of the war, the Bristol Aeroplane Company's engine division acquired a majority shareholding in AFN and production shifted to a new generation of cars inspired by the BMW 328. These included the Le Mans Replica, Mille Miglia, Targa Florio and Sebring models, all powered by the legendary 328 engine, which AFN licensed Bristol to produce. The resulting competition record was impressive, with podium finishes at the 24 Hours of Le Mans and victories in the Targa Florio and 12 Hours of Sebring.

"In 1954, AFN added Porsche to its import list, becoming the Stuttgart concern's official concessionaire for Great Britain two years later," Dougal confirms. "AFN introduced the British public to the 356 and early 911 long before Porsche Cars Great Britain was established in 1965.

Above Dougal is a keen enthusiast of Frazer-Nash cars, which have a direct link to former Porsche dealer, AFN

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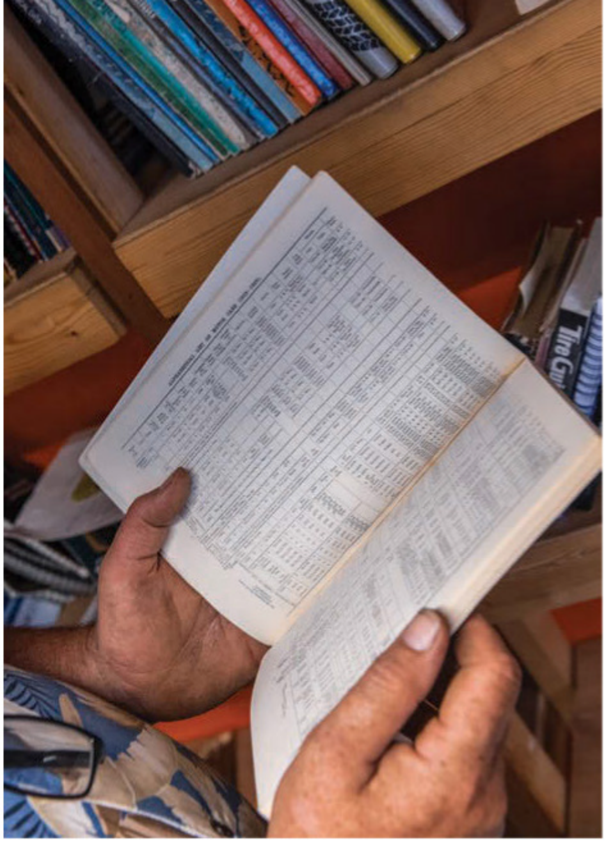

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Above and below Choosing tyre size is obviously of crucial importance, but just as relevant is the adopting the optimal tyre air pressure

Importantly, the Aldington family retained involvement in AFN until John Taylor Aldington sold the business to Porsche in 1987.”

Another long-standing member of the Longstone Tyres team is Simon Cox. His efforts have resulted in Longstone Tyres becoming distributor for Borrani spoked-and-alloy-rimmed wheels, common on Italian exotica in the 1950s and 1960s, but also on many cars assembled in the 1920s. At the forefront of the sales side of the business is Tom Homan, who also manages the Longstone Tyres workshop and has a penchant for competing on mud-slinging rally stages in a Mazda. Meanwhile, Adam Brocklehurst overseas the firm’s tyre distribution services, which provides tyres to clients as far afield as Australia, Japan and the United States. He’s also an expert rubber wrangler, capable of fitting fresh tyres to any rims presented to him.

SOME CUSTOMERS WANT PERIOD-CORRECT RUBBER, WHILE OTHERS SEEK THE SAFEST MODERN EQUIVALENT WITH VINTAGE LOOKS

One of the key contributing factors to Longstone Tyres enjoying sustained growth in recent years is its ability to supply tyres in sizes and specification previously out of production from major manufacturers. This is an achievement made possible by Dougal’s diligent fostering of vital links with the aforementioned tyre producers. As a case in point, these close working relationships have allowed him to identify key gaps in the market and encourage reintroduction of, among other tyres, the Pirelli Cinturato CN36 in 185/70/15 and 215/60/15 (perfect for the Carrera RS 2.7), as well as in 165/15-profile (ideal for the 356).

“Manufacturers now come to us,” Dougal says. “They know we have the audience and the data to tell them what’s missing from their product lines. If there’s demand for Cinturato CN36 in 175/70/15, for instance, we’ll help Pirelli reintroduce it with modern materials, but retaining classic looks. It’s a brilliant arrangement insofar as we get to return the feel of a classic Porsche to how its maker intended.” Working with manufacturers to bring back discontinued tyres isn’t easy, though. “Convincing a tyre giant to retool for a batch of tyres we might only be able to sell as one hundred individual units across an entire year can be a difficult sell, but most of these companies now recognise the benefit in doing so. It’s as much about preserving automotive history as it is making profit.”

285/40 VR 15
CINTURATO P7

Above and below
This small company serves as a valuable knowledge base for manufacturers and retail customers

Among Dougal's proudest achievements is the revival of Pirelli's 205/50/15 and 225/50/16 Cinturato P7 patterns, which were fitted to the classic 911 Turbo (930) and early Carrera 3.2. "This tyre features beautiful rounded sidewalls, an optimised tread pattern and delivers the correct feel," Dougal says. "When you see a restored car rolling on correct tyres, it not only looks right, but it grips as it should, too." The same applies to Michelin's classic range, such as the Pilot SX MXX3 in 205/55/16 and 245/45/16 profiles, suiting various models of 964 and 993. "Michelin has been brilliant at respecting its original designs, whilst updating rubber compounds," Dougal notes. "Buyers get authentic handling, but with better consistency and vastly improved wet-weather performance."

Recommending the correct tyre for a customer's car is the biggest part of the job. "We get calls from all over the world. Someone might ring up asking for tyres for a 356 A or a 911 T. The first question we ask doesn't concern size, though. We want to know what the customer intends to do with their car. Are they driving it daily? Dry weather only? Track days? The reply we get helps determine the product we advise fitting."

Some customers want period-correct rubber, while others seek the safest modern equivalent with vintage looks. "We'll always give honest advice. For owners of classic Porsches, Pirelli's reintroduction of the CN36 and P7 present a concours-qualifying tyre with the best handling and safety characteristics," Dougal reveals. "That said, if you've got a 356 C and you're doing a two-thousand-mile road trip across the USA, we might suggest a fresh set of Michelin XAS on account of this design's straight-line stability at high cruising speeds. By contrast, if you're restoring, say, a 2.2-litre 911 S and want it to handle exactly as it left Zuffenhausen, then CN36 is the one."

Of all the different products stocked by Longstone Tyres, by far the most popular for classic Porsches is the Pirelli CN36 in 185/70/15. "This tyre is suitable for many 911 models manufactured between 1969 and 1985, as well as some built even earlier," Dougal explains. "Despite its widespread use in classic Porsche enthusiast circles, however, this is a tyre commanding relatively low-volume

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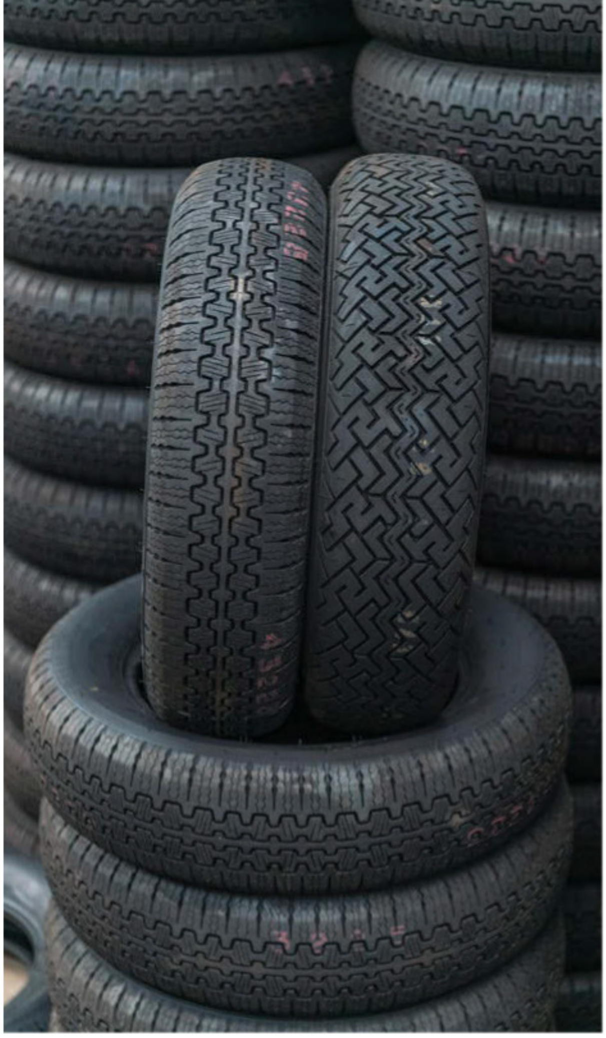
production, meaning it isn't the cheapest." Specifically, a set of four will set you back just shy of £1,355, but this is certainly one of (if not the) best options for a 911 of this vintage. "The reason it works so well is because this is what Porsche fitted when these cars were new, meaning the tyre not only looks correct, but features the correct carcass structure to perfectly complement the host 911's geometry. The fact the CN36 is now manufactured in Pirelli's ultra-modern factory, which uses the very latest construction technologies and rubber compounds, means this tyre offers vastly improved performance in the wet than when originally released all those years ago."

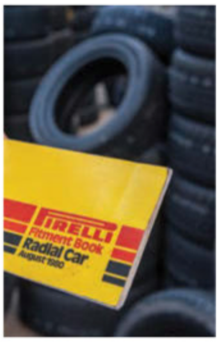
One of the most seldom seen products Dougal convinced Pirelli to make was a batch of 500/525/16 cross-ply tyres. Some of you will recognize this is an unusual size used primarily on the 356 Pre-A and 550 Spyder. "These tyres were used on the very earliest Porsche sports cars, before the company switched to fifteen-inch wheels and 560/15 cross-ply tyres," he says. "The 356 C was the first Porsche to make use of radial tyres, a change introduced after Porsche's successful testing and experimentation with the world's first radial tyre, the Michelin X, introduced in 1949."

Dougal's comprehensive database lists recommended tyre sizes and pressures for hundreds of classic sports cars, including detailed charts for early and late 911s, 356s, 924s, 928s and 944s. "It's all there, down to original factory specification," he says. "We spend a ridiculous amount of time researching this stuff because it matters. The wrong tyre or even the wrong pressure can ruin the way a car drives. Ultimately, tyres are the only thing between your car and the road. They dictate how the suspension works, how the steering feels, how the brakes bite, all of it." He's seen countless examples of enthusiasts fitting inappropriate products. "There's common misconception a wider tyre is a better tyre. This isn't always the case," he says, bluntly. "While fatter tyres will often improve straight-line grip when

Above Sets of tyres for specific applications are always in stock



Longstone
CLASSIC TYRES



Above Not only does Dougal's team supply tyres, it advises customers on the products best suited to their cars and driving environment

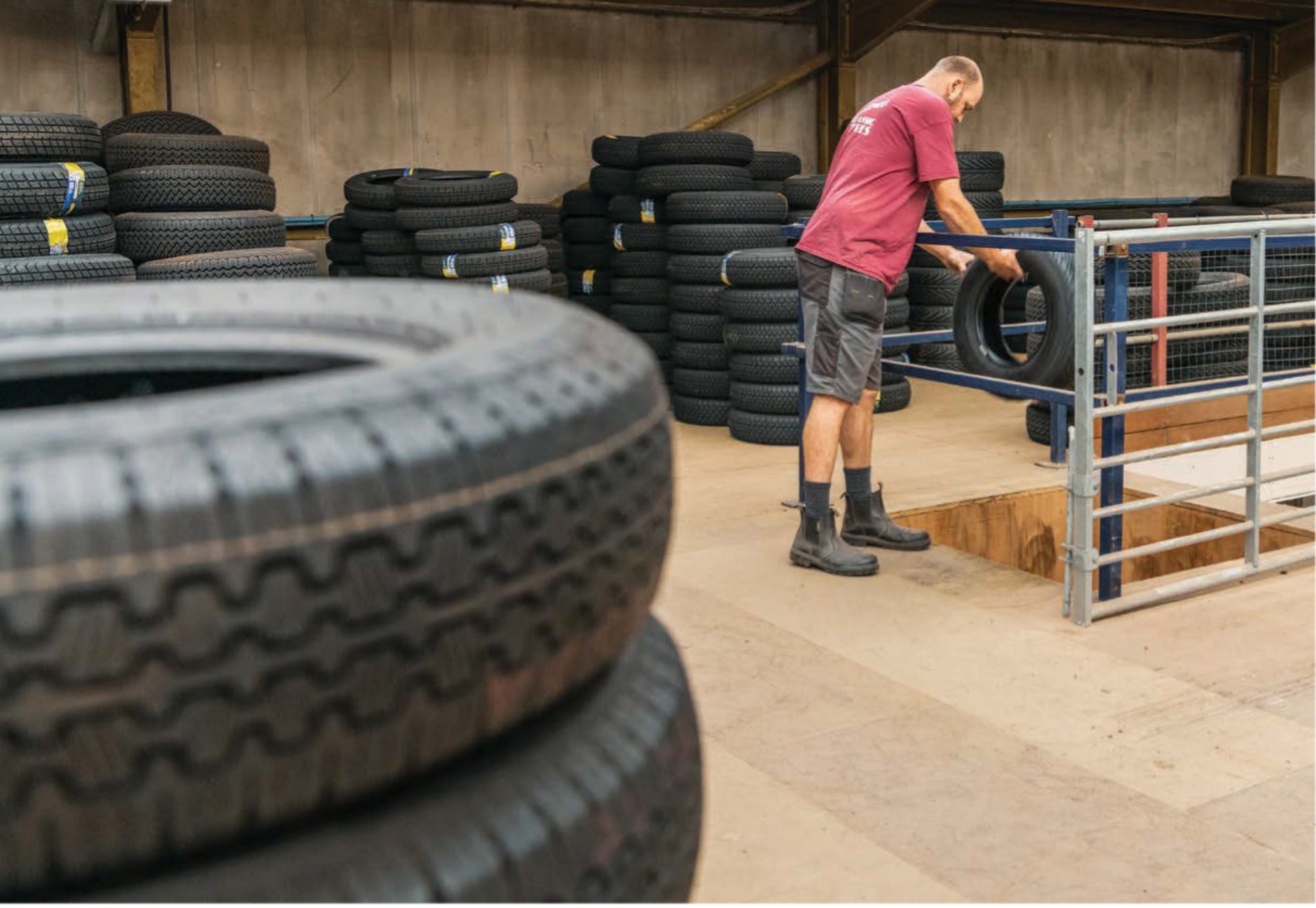
pulling away or stopping, there may be a compromise in cornering grip. Porsche designed its early cars to roll through corners, dialling-in suspension geometry allowing the tyre to lean and using the shoulder for progressive, predictable grip. A tyre with a rounded shoulder, such as a period-correct Cinturato, allows the car to corner progressively. You can drive it on the throttle. Fit a modern, square-profile tyre designed to work with suspension keeping the tyre flat to the ground and maintaining contact across the full width of the tyre tread, however, and it can suddenly lose adhesion without warning when the car leans on the tyre shoulder. This completely alters how the car feels. In some cases, it came make the driver nervous and lacking in confidence."

> WHETHER YOU'RE IN CHARGE OF A CONCOURS 356, A SPIRITED CARRERA RS 2.7 OR A SUPER-LATE 993, DOUGAL IS ON-HAND

This information is pertinent to Porsche's air-cooled cars, where handling balance is everything. "Take a Carrera 3.0," Dougal goes on to explain. "This flavour 911 was originally fitted with Pirelli CN36s or the Cinturato P7, introducing the move to ultra-low profile tyres. Swap them for modern tyres and you lose the feedback, the playfulness. This Porsche was built to move around, be progressive and communicate through the seat and steering wheel. Classic tyres preserve this dialogue. The P7 is of particular interest here — although Pirelli was making super-wide low-profile tyres, there was a nod to the necessity to provide feedback and provide progressive handling." Even on newer 911s, the philosophy holds true. "A 993 or 996 on correct-size Michelins will feel like a Porsche should. Alive, agile, slightly mischievous. Fit a tyre just because it's readily available and cheap? Do so and you'll flatten the whole experience."

In addition to adversely affecting handling, a wider tyre can increase stress on the suspension and steering components in a way they're not designed to cope with, leading to tramlining and premature wear, along with expensive and potentially dangerous component failure. "The compound, which is the raw ingredient of modern tyres, not to mention the technology invested in them, is far better than what was around decades previous. Computer modelling for carcass design and the chemical compounds of modern tyre rubber not only increase grip and improve water dispersion, but reduce road noise. Pirelli's range of CN36 and P7 tyres are perfect for older Porsche models by way of offering modern technology with the rounded shoulders and tread patterns of yesteryear, thereby providing an authentic look and driving sensation with no sudden loss of grip."

With tens of thousands of tyres in stock, Longstone Tyres has black circles for just about any car you might care to mention, but this does bring up the question of



long-term storage of a perishable product. “We all know a tyre deteriorates with use,” agrees Dougal, “but it’s not all about the reduction in tread depth or even the number of heat cycles. Rubber naturally degrades over time, even if tyres are being stored in an attic or garage. As the rubber ages, it loses its elasticity and goes hard. This can result in less grip, leading to cracking of sidewalls. The tread blocks will move less, too, meaning the tyres take longer to warm up to optimum operating temperature. We recommend customers buy tyres only when needed, not to store them for a few years, even if you can get a job lot for a good deal. Incidentally, a tyre should be changed before it reaches ten years of age, irrespective of mileage. It will offer far less grip than it did when new and is more prone to a dangerous blow-out.”

FROM GOOD STOCK

To mitigate its sales stock languishing on shelves and deteriorating, Longstone Tyres uses a meticulous storage and ordering system, ensuring all tyres remain as fresh as possible. “Stock is rotated on a *first in, first out* basis,” Dougal stresses. “We keep stock at a level closely matching demand, hence we never have tyres hanging around for too long. It’s practice we’re proud of and is part of what makes this such a specialised business. We must understand the market and make decisions accordingly, else we would end up with thousands of pounds worth of unusable stock.”

As the kettle whistles once more and another classic car rolls into the yard, it’s clear Longstone Tyres is powered by far more than air and rubber. This is a business driven by soul. From its humble beginnings in Derbyshire to becoming a world-renowned brand near Doncaster, this small but passionate team continues to keep motoring history alive, one tread pattern at a time. Whether you’re in charge of a concours 356, a spirited Carrera RS 2.7 or a super-late 993, Dougal is on-hand to ensure your classic Porsche drives, feels and looks exactly as its maker intended. **CP**

Above Longstone has helped tyre makers reintroduce long discontinued black circles

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GREEN PARTY

Why would you build a 911 S/T replica with a sunroof? Because the S/T you want to replicate was the only one built with a sunroof, of course. We meet Manfred Kerker and his personal Porsche passion project...

Words **Steve Bennett** Photography **Ade Brannan**

If it's Wednesday, then it must be Augsburg. Hello, Augsburg! We've been on tour, you see. Specifically, we've spent weeks on the road in snapper Ade Brannan's trusty BMW E39 wagon, taking the opportunity to gather the very toppermost and poppermost Porsche stories from Germany, Belgium and the Netherlands. Greatest hits? You could say so. In fact, we really should produce a tour t-shirt with all the trip's Porsche gigs displayed on the back.

Highlights? There are many. Here's another monster hit for the Porsche retromod chart: Manfred Kerker's homage to Porsche's original S/T. Bask in the car's 1970s glam Conda Green glory. This 911 is a small-but-significant part of Manfred's extensive Porsche collection, which majors mainly on the modern, with GT cars holding a particular faszinatizion (as they say in Germany). He drives a Cayenne E-hybrid for daily duties. Today, we prefer the sounds of the seventies, particularly when they're played through twin megaphone pipes and fed by a mechanical fuel injection (MFI) pump, large stacks and fired up by twin plug heads. Heavy metal indeed.

> **AAW'S CONDA GREEN 911 S/T WAS A LATE 1970 BUILD AND THEREFORE MADE THE 2.3-LITRE ENGINE CUT**

Manfred is a master of heating systems and engineering. His company, Ker Ker, employs seventy-five people. All good things come to those who wait. Well, those who build a successful business. Now in his sixtieth year, Manfred realised his Porsche ambition at thirty-four, when he bought a brand-new 996 Carrera.

His S/T isn't a perfect replica. To attempt to create such a 911 leads to madness and vast expense. And for what? A Porsche you're forever making excuses for. Besides, is it even possible to build a perfect S/T replica, such is the scarcity of some of the parts needed? Manfred's car, then, is more of a tribute, tipping its hat to a specific 911 S/T, one rich with its own history and which rather spoke to Manfred when he saw a magazine article on said green machine many years ago. One of the things to grab his attention? He was learning about the only S/T built with a sunroof, though it's fair to say there's rather more to the car than the hole in its lid, irrespective of how odd such an addition might be for a competition car. We'll come to this shortly.

The 911 S/T? We know a bit about such things, as you would expect. Some lucky so and so actually got to drive one recently. Oh, yes, me! Not that I like to brag, of course. The car is the subject of a recently released book, is pretty much priceless and is an astoundingly original example of the breed, with uninterrupted competition history spanning from its very early life through to present day historics, with appearances at the Targa Florio in the 1970s to boot.

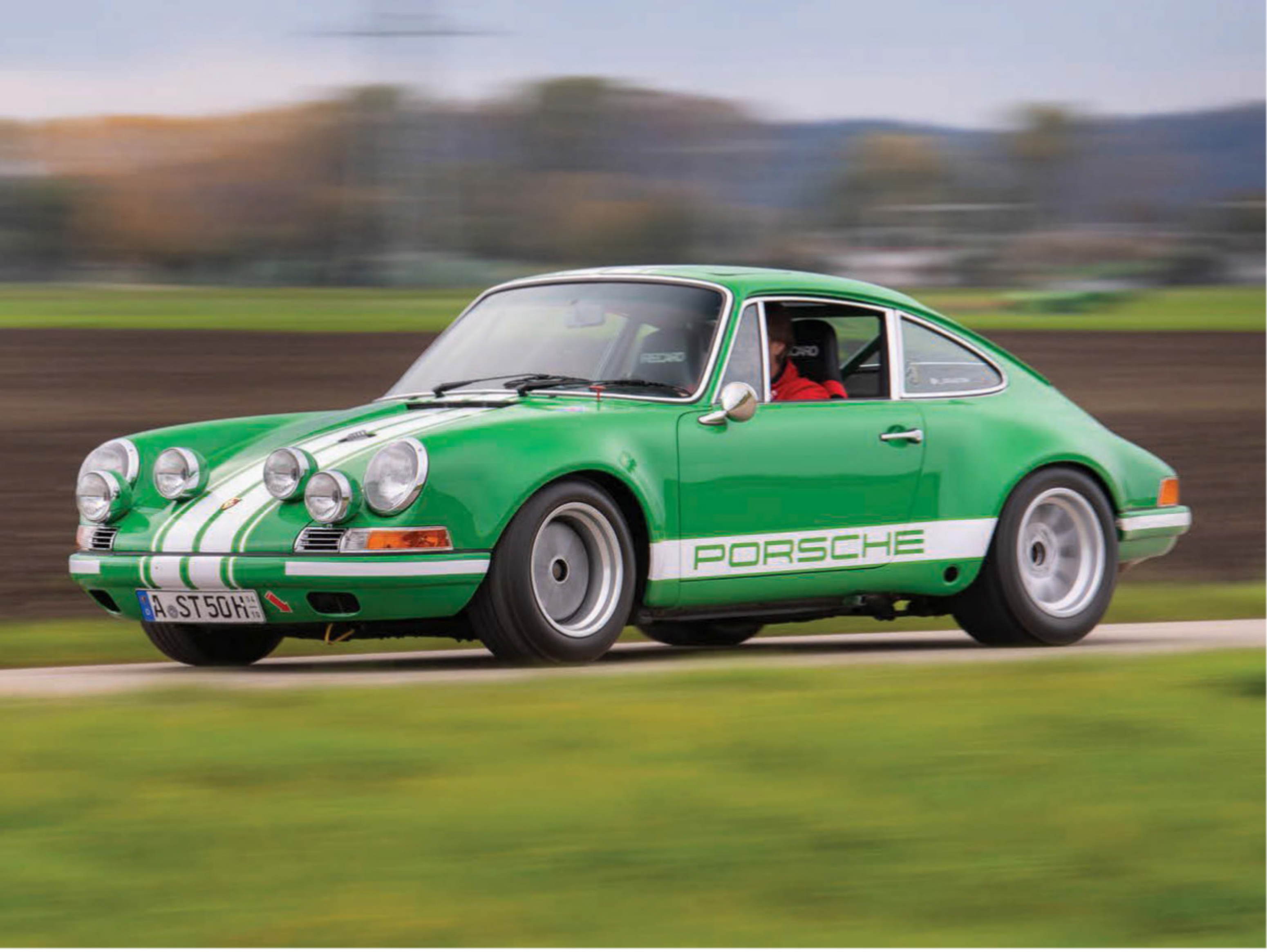
Of course, S/T predates RS and, with few examples assembled, is a very rare pressing indeed. It's also one with global significance. The original lightweight? Not quite. That particular accolade goes to the 911 R, but the S/T is the more significantly successful competition car and set the template for Porsche's factory and customer 911 output.

The S/T designation is an amalgamation of 911 S and 911 T insofar as it's essentially the engine from the S and the bodyshell from the T. To be fair, this is putting it rather simplistically. The purpose was to build a lightweight competition 911 (for race and rally) to fully exploit the FIA regulations governing Group 4 competition and, in particular, an addendum to those rules introduced in 1970, which was to quite literally change the look of competition 911s forever. In short, the FIA allowed wheel arches to be extended by two inches each side, thereby enabling the fitment of bigger and wider wheels and tyres. The widebody 911 was born. This wasn't all, though. Included in the revised Group 4 regulations were new engine parameters. As a consequence, Porsche's production 2.2-litre (2,195cc) flat-six had its bore increased by one millimetre, resulting in capacity of 2,247cc. This might not sound like much of a hike, but with compression ratio of 10.3:1, power was boosted from 180bhp at 7,200rpm to a whopping 240bhp at 7,800rpm. A twin-plug ignition system was also homologated.

SIZE MATTERS

In March 1971, the flat-six was increased in capacity yet again, this time to 2.3 litres (2,381cc) thanks to larger 87.5mm pistons and cylinders. Power jumped by a further ten ponies, to 250bhp at 7,800rpm. According to Porsche, this output could be produced with either MFI or carburettors, depending on regulation and homologation requirements. Bigger and better didn't stop there. By 1972, the S/T boasted 2.5 litres (2,464cc). Bolstered by Bosch

Facing page
In recent years, as awareness of Porsche's motorsport back catalogue has risen, RS replicas and tributes have made way for S/T builds



MFI, this potent 911 was good for a solid 280bhp at a screamtastic 8,000rpm.

Back to the body. Porsche plucked 911 T shells from the production line and set to work, using thinner gauge steel for the roof and floorpan, aluminium for the bonnet, fibreglass for the front wings and the same composite material for the bumpers, resulting in homologated weight of just 840kg, which is lighter than a contemporary Formula One car. Numbers? A bit like nailing jelly to the wall, that one. It's thought there were less than twenty factory-built S/Ts, but between forty and fifty examples can be accounted for in total, including S/Ts built through acquisition of component upgrade kits for privateer teams. The S/T was, though, the ultimate all-rounder, happy on the track, at home on the rally special stage and a brilliant performer at European hillclimb events. Often, teams would use a single S/T for all three disciplines. It should be noted, while this flavour 911 was rarely a candidate for overall honours on track, it shone particularly brightly as a rally weapon, with Monte Carlo Rally victories in both 1970 and 1971 courtesy of Bjorn Waldegård and Lars Helmer in works-entered cars. A 1972 hat trick was quashed when Waldegård crashed out and his teammate, Gerard Larrousse, could 'only' manage second, some ten minutes behind Sandro Munari in a diminutive Lancia Fulvia, its front wheel-drive layout better suited to the snowy conditions.

Back to Manfred's S/T homage. There's a Finnish connection to be chronicled, because the famous Conda Green 911 S/T (you know, the one with the sunroof) was ordered and built in 1970 as one of a pair of factory S/Ts for Finnish race and rally team AAW, founded by Finnish billionaire industrialist and part-time racing driver, Antii Aarnio-Wihuri, whose family interests included importing Porsches and Volkswagens into Finland. Now eighty-five years of age, he's still active in motorsport and part-funded the early career of his fellow flying Finn, Valtteri Bottas.

Above Manfred's S/T lookalike is based on a Carrera 3.2 chassis

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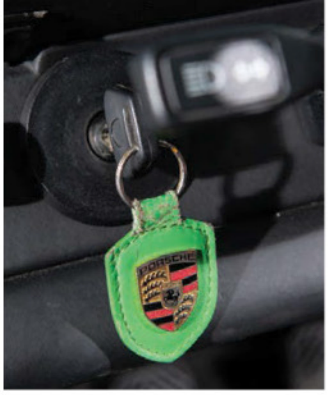
Above Sunroof is clear to see in this top-down image of man and machine

To drill into the numbers, AAW's Conda Green 911 S/T was a late 1970 build (911 030 1014) and therefore made the 2.3-litre engine cut. Clearly intended as a road racer in every sense of the meaning, it was specified not only with an electric sunroof, but leather Recaros, tinted windows and even a radio and speakers. Bizarre, but then perhaps Mr Wihuri liked to listen to a spot of light music to temper the ol' adrenaline? Likely a consequence of its more road-biased configuration, the competition career of the 'sunroof S/T' (as it has become widely known) amounts to just one outing, as far as records suggest. This was the 1970 1,000km of Nürburgring. Antii was at the wheel, ably assisted by... well, we can't be sure. You see, our rudimentary sleuthing brings up no entry or evidence for 911 030 1014 in this race. An AAW-entered S/T for Dieter Frohlich and Paoli Toivenen finished first in class and fourteenth overall, though. We suspect confusion has crept in. Does it matter? To some in the rarefied world of the S/T, then yes, it does. In this environment, provenance and willy waggling is all, but having spent some considerable time going down this particular rabbit hole, I'm keen to stress to Manfred he should be glad it's not something he has to worry about. This is the beauty of the evocation: it merely has to evoke.

It should be said, however, 911 030 1014's sister S/T (911 030 1128) was the designated competition car of the two. It survives to the present day and was featured in *Classic Porsche* back in 2020. This car raced in the 1971 1,000km of Nürburgring with Leo Kinnunen and Waldegård finishing third in class. Arguably more significantly, Antii won the 1971 Arctic Rally with it, a feat rather highlighting the 'dual purpose' appeal and versatility built into the S/T.

The whereabouts of the fabled sunroof S/T today? It's all very secret-secret, although we can confirm the car came up for sale at the Pebble Beach auctions back in 2013, though it failed to find a new owner.

To the present and Manfred's machine. The starting point? A 911 with a sunroof, of course. A 1987 Carrera 3.2



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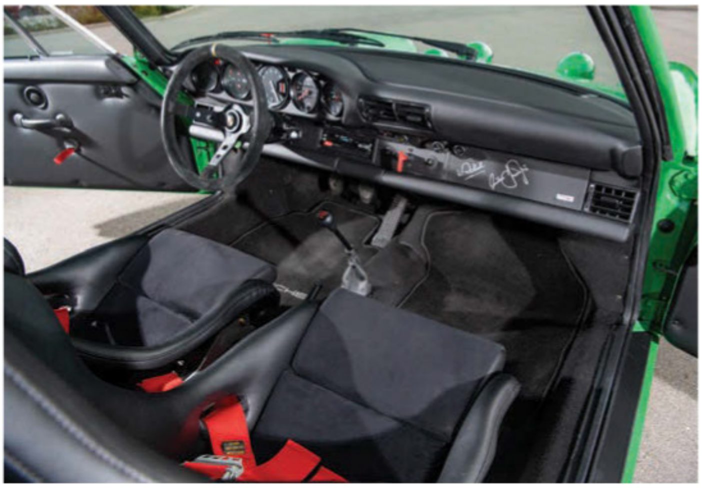

PORSCHE
911 50

Above Interior has been lovingly vandalised by Walter Röhrl, a fellow member of the Augsburg club Manfred hangs with

MANFRED’S S/T HOMAGE HAS BEEN BLESSED BY THE HAND OF WALTER RÖHRL AND CHRISTIAN GEISDORKER, A FORMIDABLE PARTNERSHIP

with G50 gearbox, to be precise. Manfred doesn’t need the S/T experience to include the moody old Type 915 shifter. “Finding the right donor car took close to three years,” he recalls, “but with the help of my friend, Wolfgang, I found a basic Carrera 3.2 in 2011 and then began the process of restoration. Wolfgang owns a workshop, enabling us to strip the car to a shell. We used as many genuine Porsche panels as we could in recreating the S/T look before paint. Some of it was straightforward. The long bonnet and slam panel, for example, are widely available, but other components are not so easy to obtain. Also, the wheel arches were exclusive to the S/T and therefore had to be custom-fabricated from steel.” The front and rear aprons are fibreglass and the colour, as we’ve mentioned, is Conda Green (paint code 26261).

This 911 totally looks the part, sitting as it does, on genuine fifteen-inch Minilites at the rear and nearly-as-fat Fuchs fifteens at the front, each wrapped in period-correct Michelin TB15 rubber. The quad bonnet-and-wing-mounted Cibie spots also look fantastic. The engine is a proper mash-up of the old and er, well, not quite so old. “We took the 3.2-litre flat-six to the famous engine builder, Herwig Roitmayer, in Munich, and also handed him the G50 gearbox.” Roitmayer retained the 3.2’s casings and capacity, but in S/T style, he machined the cylinder heads to accept another row of spark plugs and fitted the requisite twin-spark ignition system. Again, in keeping with the S/T vibe, he also went for injection stacks and a Bosch MFI injection pump. In period, the S/T never went beyond 2.5 litres and 280bhp, but this 3.2 produces 300bhp and, thanks to its capacity, is rather more road-friendly. So says Manfred.

There’s nothing wrong with the stock Carrera 3.2 chassis, but between Manfred and Wolfgang, it has been fully rebuilt, re-bushed and kitted-out with Bilstein’s exemplary Nürburgring-tested dampers, not that Manfred uses his S/T replica for track work, just “Sunday drives,” as he puts it. With the large, canted-over Stack rev counter and electric cut-off switch, not to mention the custom-built roll cage, however, we can’t help but speculate on the possibility of this 911 seeing track action at some point in the near future. Likewise, those leather-trimmed Recaro buckets and four-point Sabelt harnesses hint at what’s to come, even though Manfred claims he’s happy to use his modern GT Porsches (of the 997 and 992 variety) at race circuits, where he attends with his son and the local Porsche Club Augsburg crew. He’s also a member of a dedicated Porsche GT club named Born in Flacht, referencing the town Porsche’s GT cars are built. In

PORSCHE
A ST 50H
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recent years, he's driven up to twenty circuit days across a single season, all over Europe.

GREEN WIDE MONSTER

Speaking of the car's interior, you'll note Manfred's S/T homage has been blessed by the hand of Walter Röhrl and Christian Geisdorker, a formidable partnership in the heyday of the World Rally Championship. The dynamic duo have autographed the car's glove compartment. Ever the Porsche enthusiast, Röhrl's interest in Manfred's build is, in some ways, very personal. "Walter and I speak regularly and often talk about the work invested in my S/T project, not least because he's building his own S/T replica based on an F-series 911. It's destined to be finished in dark green paint with silver stripes." Röhrl owned a genuine S/T a few years back, but he auctioned the car in 2014, before the S/T market went skyward. Perhaps he's regretting his decision? We'd better track down his replica next time we're in town. It's bound to be a hit.

In the here and now, Manfred's replica has certainly hit the spot, both his and ours. It's credit to Porsche's greatest hits back catalogue, demonstrating in between the more in-yer-face chart toppers, there is always a niche to explore, a different take or a subtle remix. A sunroof-equipped S/T? Inspiration. Given Manfred *really* wanted a sunroof, does his car live up to its promise? "Oh, yes," he beams. "You can really hear the engine with the roof open, which makes an old 911 far more usable in the summer." And with that, he's off up the road, the unique sound of an MFI-equipped twin-plug 3.2-litre flat-six roaring in his wake. Thank you, Augsburg, and goodnight. **CP**

Above S/T styling is now the go-to where RS exterior updates used to be the norm

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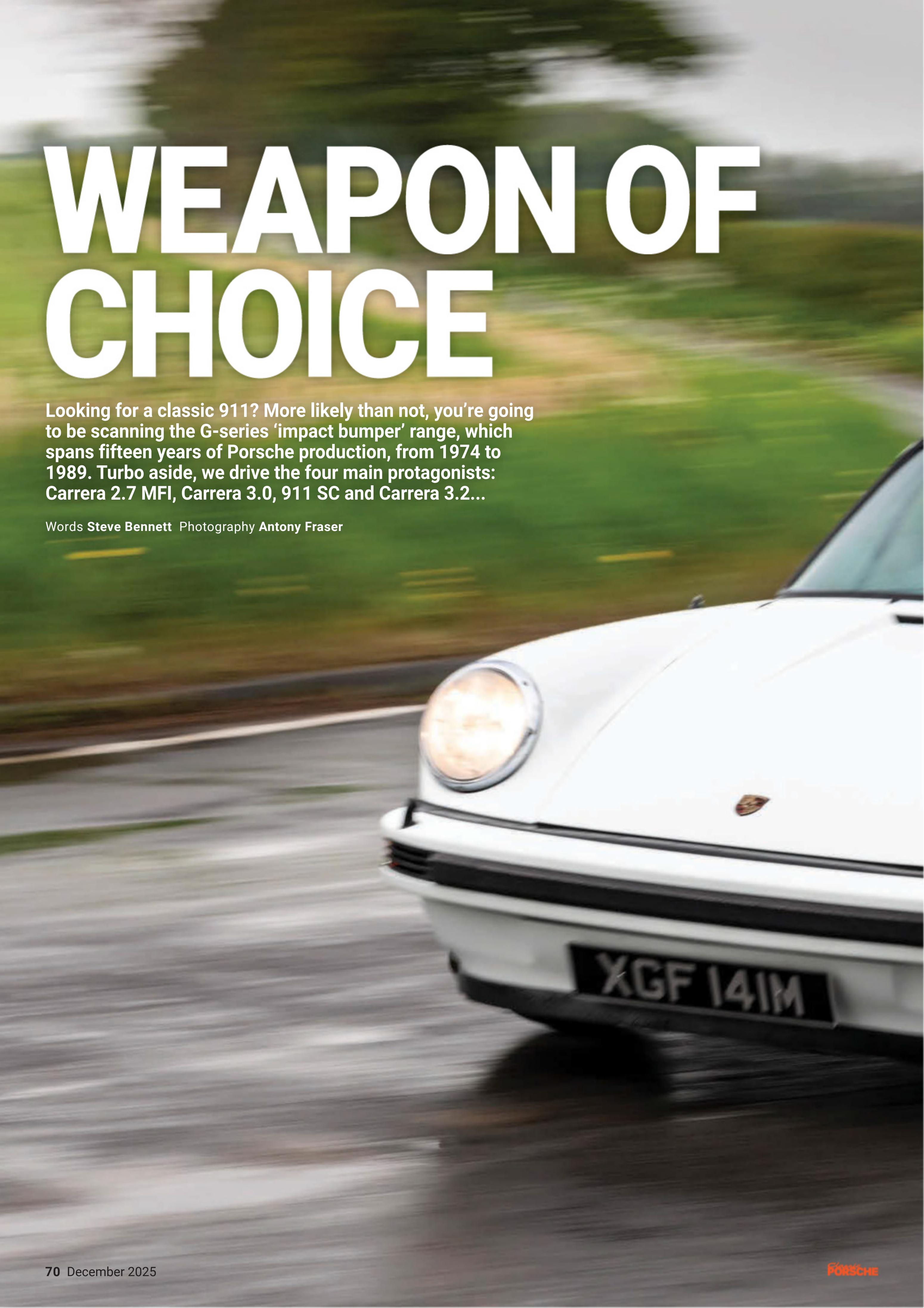

WEAPON OF CHOICE

Looking for a classic 911? More likely than not, you're going to be scanning the G-series 'impact bumper' range, which spans fifteen years of Porsche production, from 1974 to 1989. Turbo aside, we drive the four main protagonists: Carrera 2.7 MFI, Carrera 3.0, 911 SC and Carrera 3.2...

Words **Steve Bennett** Photography **Antony Fraser**

Above There's an argument the 2.7 MFI is RS in all but name... and price

The period 1973 to 1974 was a traumatic one for sports cars. American safety and pollution-busting legislation meant a hefty aesthetic blow from the 'ugly stick', combined with a double whammy drop in performance. Previously elegant and svelte designs grew frankly hideous appendages front and rear. Think MGB, Fiat 124 Spyder and X1-9. The 911 didn't escape change, either.

Predictably, Porsche executed and integrated this imposed act of wanton vandalism rather more sympathetically, so much so the G-series 911s it ushered in lasted fifteen years with no significant styling changes. Likewise, the similarly imposed drop in performance was soon negated with the introduction of advanced Bosch fuel injection systems getting the absolute max from the fuel and air mix, although — perhaps fittingly — US market machines never truly caught up, hobbled by catalytic converters and fuel as weak as Budweiser. Even so, Porsche saw improvements to fuel economy and efficiency as a point of principle — as the G-Series cars became faster, with each new model, they became more abstemious, too.

It still matters, I guess, although it's not really the point of this gathering. Today, the G-series represents the classic 911 market in its broadest and most usable sense. It's where the majority of 911 junkies congregate, to take advantage of a (largely) still plentiful supply of cars, as well as prices and mileages encouraging use. Plus, unlike the later 964 and 993, G-series cars offer a very tangible connection with pre-1974 911s.

So, what have we got here? Well, the full gamut of 'cooking' 911s, from the Carrera 2.7 MFI to the end of G-Series life, taking the form of the Carrera 3.2. In the middle, there's the three-litre duo of Carrera 3.0 and 911 SC. That's fifteen years of Porsche development. This should be an interesting exercise. It also offers an accurate snapshot of G-Series values versus performance.

Let's start with the 1974 Carrera 2.7 MFI. An RS 2.7 in all but name? Well, not quite, but then again, not far off. And, in coupe form, the MFI machine was built in near identical numbers (1,508 versus 1,534 for the later 911). For years, the Carrera 2.7 MFI was considered nothing special, with prices pretty much level with any other G-series 911,

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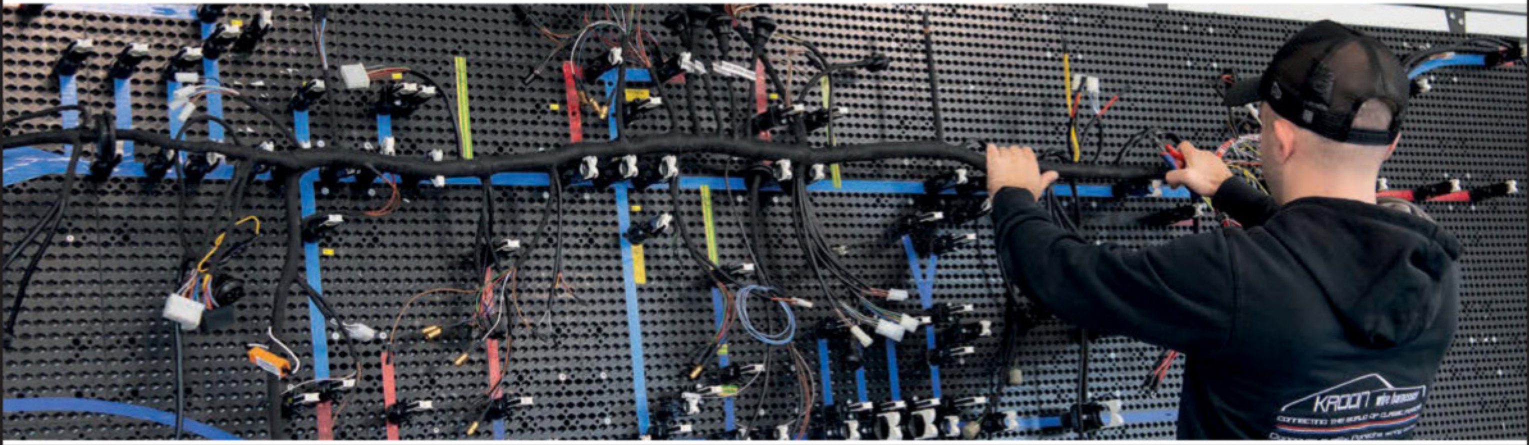

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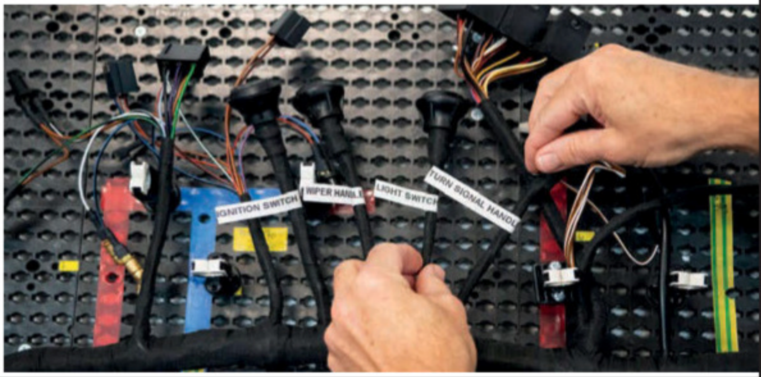
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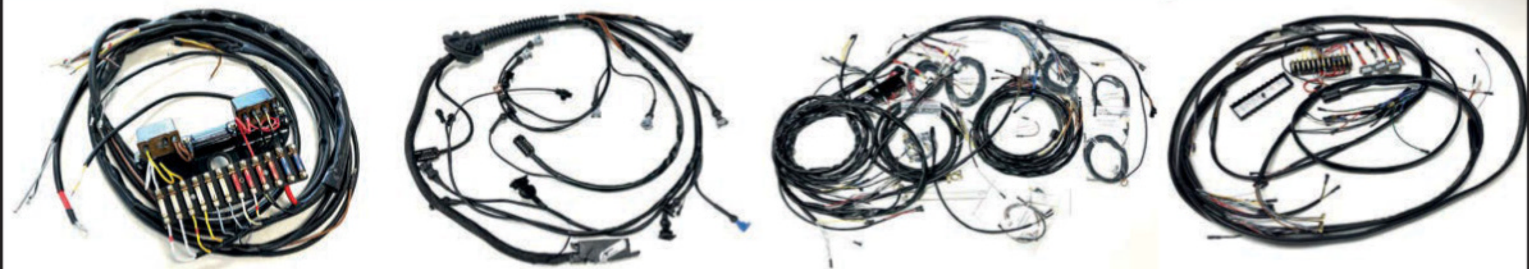

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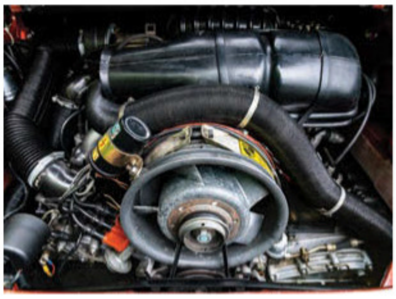

Above and below Carrera 3.0 was a short-lived step up, but really only worth holding out for if exclusivity is your bag

whether Carrera 3.0, 911 SC or Carrera 3.2. Then values for the RS took off, the penny dropped, and the Carrera 2.7 MFI went tearing off in hot pursuit. We'll get more into values later, but to put RS versus MFI into perspective, the respected Hagerty guide values a concours 1973 Carrera RS 2.7 Touring at £730,000. Compare this to £234,000 for a concours-spec 1974 Carrera 2.7 MFI. Yep, near as makes no odds, that's a difference of half a mill. And in terms of spec, the 1974 car is pretty much the same as the RS Touring. They even weigh the same, tipping scales at 1,075kg, debunking the notion that the big bumpers added bulk.

Today's 2.7 MFI is a leftie, which is actually a good thing because it means the pedals are better placed. Besides, left-hand drive is barely a hindrance to a car as narrow as this.

I've been lucky enough to drive a few RSs. In terms of the driving experience, there really is nothing in it when compared to the later MFI. And why would there be? We're dealing with the same 210bhp flat-six and the same Type 915 gearbox, plus largely identical suspension. The later car is slightly more refined, and there are detail changes to heating, ventilation, and interior trim, but really, the only thing lacking is the RS badge.

The driving experience is pure, undiluted air-cooled 911 and worth expanding on here, not least because it's a little while since I've driven one of these cars and there's always a bit of realignment involved when hopping into a classic 911. Good examples help the readjustment process, though, and this monochrome example *is* a good one. It's been well-used (but in no way abused) and ticks all the RS-alike boxes, what with its factory-optioned ducktail, Carrera body script and fifteen-inch Fuchs.

Quite often, a fresh, megabucks resto, or a low-mileage, little used garage queen, just feel reluctant to give. The engine can be tight, the gearbox unwilling to release one ratio for another, the brakes wooden and unused. And what makes a good air-cooled 911 so satisfying to drive? From the churn of the flat-six catching to the physicality of the controls and the unique balance of the weighty, twisting rear and the floating front, it's an immersive experience, one like no other. It's a thrill.

That must be it. I'm rarely this effusive about a car, 911 or otherwise, but really, I could have driven this thing all day long. The 915 gearbox often gets bad press (poor examples deserve it), but not this one. Sure, it won't pay you to rush things, but the transmission is mechanical and methodical in feel and precision.

The steering chatters through the slender wheel rim. You guide with your fingertips, rather than wrestle, unless it's a particularly tight turn, in which case the steering requires a full upper body heave. Excellent visibility, size and a clear view of the front-end bobbing around makes placement on the road a doddle. Pedals sprouting from the floor demand the 911 quirk of lifting your foot to operate, with the exception of the long-throw organ-pedal-style accelerator.

And then, of course, there's the engine and its hard-edged, turbine churn.

A Carrera 2.7 MFI is always special. It's got soul, it's got character. The mechanical injection adds to the living, breathing feel. It's not linear smooth and there's the occasional fluff, hesitation and explosion of gas and air in the exhaust, resulting in the odd pop and bang. Powerful? Plenty powerful enough in a car weighing chuff all and this elastic and wide in its delivery and powerband. You can work it hard through the gears, or let it work for you, floating along in fourth and fifth as the road opens through the upright windscreen.

Okay, I've enthused enough about this car. The point is simply that this is peak classic 911, though just not quite as pretty as the Carrera RS 2.7. In terms of G-series, it's almost a case of the best coming first, but then with prices where they are, it's a rather good thing that we've got three other 200+bhp 911s coming within ninety-five percent of the MFI's full hundred, and all for up to £160,000 less at the widest point of value disparity. Let's jump into our next 911.

The 2.7 MFI might have carried on the RS 2.7 legacy, but the newer Porsche was only ever going to be a stop gap. Unable to sell the model in America because of the emissions issue, Porsche had been working on a replacement. It arrived with the Carrera 3.0 nameplate in readiness for the 1976 model year.

The 200bhp flat-six was essentially a normally aspirated version of the 911 Turbo (930) three-litre boxer, with increased compression ratio, plus the lighter flywheel and crank from the 2.7 MFI. Crucially, fuelling and ignition was taken care of by a new-fangled Bosch K-Jetronic injection system. The Type 915 gearbox remained and performance was broadly similar to that of the Carrera 2.7. Usefully, while peak torque (188lb-ft) remained the same, it arrived at 4,200rpm, rather than 5,100rpm.

It's another rare 911, as if Porsche was having trouble

Above Carrera 3.0 provided the stepping stone between the 2.7 models and the SC, regarded as the first true 'people's 911'

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Above and below SC was wildly popular (well, in air-cooled Porsche terms, at least) and was produced in relatively large numbers, making it the obvious entry point to ownership of a classic 911

finding its feet in the mid-1970s. And so, like the 2.7 MFI, the Carrera 3.0 had a production run of just two years. Indeed, just 3,687 examples were built and only 2,564 of those were coupes. Less than forty were in right-hand drive for the UK. This is one of them.

Dressed in 1970s-style Sienna Metallic and trimmed in Cork leatherette with velour pinstripe inlays, this 911 is very much of its time and place. Typically, for a UK car, it's a Sport model with wings and sixteen-inch Fuchs wheels. This is a slightly porkier Porsche than the 2.7, weighing in at 1,120kg (thanks to a plusher interior), but the extra heft is easily negated by additional displacement and torque. Performance figures are therefore pretty much identical to what came before — both cars hit 60mph from rest in 6.3 seconds, the Carrera 3.0 romping on to 145mph.

THIS WAS A 911 YOU COULD EASILY SEE AS A DAILY DRIVER, BUT NOT AT THE EXPENSE OF WHAT MAKES A 911 SPECIAL

And to drive? Well, it's all relative, but the Carrera 3.0 is a slightly more refined experience than the 2.7. There isn't quite the same raw mechanical edge to the power delivery, nor the need to rev it right out. The extra capacity and the softer Bosch K-Jetronic injection see to that. A more relaxing drive then, but as we've already established, it's all about small degrees and, in isolation, the Carrera 3.0 very much delivers the raw, hardcore classic 911 experience.

On to the 911 SC. Nobody seems entirely sure what those two letters stand for. *Super Carrera* seems to be the most likely explanation. This was, after all, the immediate successor to the Carrera 3.0, offered from 1978 to 1983 model years inclusive, during which time close to sixty-one thousand units were built at Porsche's Stuttgart factory, making the SC a truly prolific 911, certainly when compared to its forebear.

The early 180bhp SCs saw a performance dip, conceived to comply and run on low octane US fuel, but soon, European-spec SCs began to benefit from uprated versions of the three-litre engine, with 188bhp for the 1980 model year and a definitive 204bhp for 1981. US cars, however, were stuck with 180bhp throughout. The full-fat 204bhp gave the SC top speed of very nearly 150mph and a dash to 60mph from a standing start in just 6.8 seconds.

At first glance, it's difficult to tell the Carrera 3.0 and the 911 SC apart, but as ever, the devil is in the detail. Mechanically, the SC took the Carrera 3.0/930-derived engine and added a new electronic ignition system, plus improvements to the timing chain tensioners. The SC was also the first normally aspirated 911 to receive servo assisted brakes, plus bigger discs over its predecessor.

Interior-wise, there were subtle improvements in trim, soundproofing and finish, with vinyl, leather and Berber fabric. There was also the arrival of the infamous Pasha psychedelic trim, popular with 928 owners, but surely the 'Marmite' of all Porsche interior options?

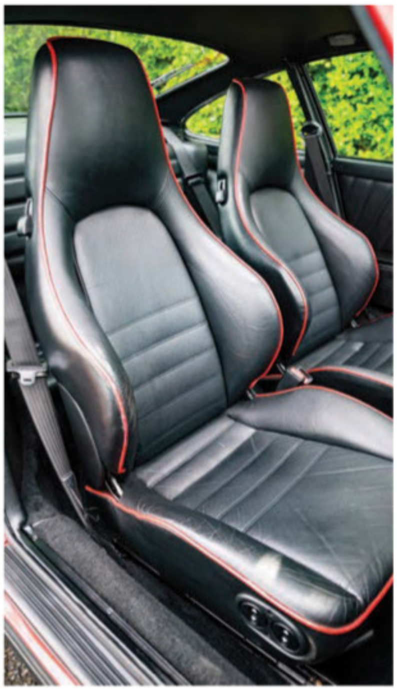
Basic non-Sport SCs were distinguished by a lack of front and rear wing, plus fifteen-inch Fuchs or 'Cookie Cutter' wheels, but us speedy Brits generally specified the well-known Sport pack, with shortened Bilstein dampers, sixteen-inch Fuchs wheels, front and rear wing, plus Sport seats. Our test car belongs to Porsche dealer, Paul Stephens, and is rather special, being totally original, non-restored with just forty thousand miles on the clock. Indeed, it has just one other discerning owner listed on its logbook, which might explain the tasteful Ivory exterior and equally tasteful Berber/brown interior. It's a non-Sport car and looks perfect sans wings. It's also an antidote to the usual Guards Red or Grand Prix White of the era.

GOOD AS NEW

To drive? Well, this is as close to a timewarp-as-new SC as you're ever going to get. First up, torque is up (197lb-ft at 4,300rpm), which is what you'll notice on the road. This 911 still likes to rev, though 204bhp at 5,900rpm is only a hundred revs behind the Carrera 3.0. Inevitably, most cars in their fourth decade tend to feel their age, but not this SC. Ordinarily, we don't hold with such parsimonious usage, but every now again, it is fascinating to drive an air-cooled Porsche as original as this. It also serves to further accentuate the further step forward in refinement over the Carrera 3.0. This was a 911 you could easily use as a daily driver, but not at the expense of what makes a 911 special. I reiterate, the SC is still ninety-five percent of the 2.7 MFI's hundred percent reference point.

And so, to the end of the G-series line. Porsche built a staggering near eighty thousand Carrera 3.2s between 1983 and 1989. Not bad for a car which was supposed to

Above and below
The Carrera 3.2 was the last of the G-series Carreras prior to the arrival of the 964 in 1989



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have been killed off in favour of front-engined models. Cue customer outrage and an internal Porsche power struggle resolved in the 911's favour. Finally, the model received a rather more generous horsepower hike: 231bhp at 5,900rpm from its 3.2-litre flat-six, achieved in part thanks to the Turbo's crank and longer connecting rods. Torque increased to 209lb-ft at 4,800rpm. The 911 finally broke the 150mph barrier, albeit only just, registering 152mph. The Carrera also went digital, with computerised fuel injection and ECU chips that even today can be manipulated to alter fuelling and ignition. A far cry from the 2.7's MFI system.

Early Carrera 3.2s retained the Type 915 gearbox, but in 1987, the 911 got the transmission many would say it always deserved: the Getrag G50, a five-speed unit serving the 911 through the 964 and 993 ranges. The ultimate normally aspirated G-series 911 is, then, a G50-equipped Carrera 3.2, which is handy, because that's what we've got here, finished in era-defining Guards Red, with wings and Turbo-style Fuchs. Just don't call me a banker.

The G50 may have been a slick shifter, but it was heavier than the 915. The extra weight was in the back of the car, not necessarily where you want it on a 911. Kerb weight increased from 1,160kg to 1,210kg accordingly, all a far cry from the 2.7's 1,075kg, but that's progress, and at least the Carrera 3.2 was dimensionally the same.

The Carrera 3.2 also received a much plusher interior,

Above Did Porsche save the best for last? As far as G-series 911s are concerned, it certainly seems so

with improved ventilation (always an air-cooled 911 issue), better sound insulation and two/three-way electric seats. The deep-bolstered Sport pew is still one of the best thrones Porsche has ever made. And that's where I'm perched for this final drive. If the Carrera 2.7 MFI, Carrera 3.0 and 911 SC were typically incremental in their development relative to each other, the Carrera 3.2 really does feel like a big leap forward. It's the refinement you notice first. The engine surges and whooshes, but without the hard-edged mechanical clatter. A heavier flywheel calms the gearbox chatter and yes, the shift is at least twice as quick as that of the 915 and the clutch action super-light, thanks hydraulic actuation rather than cable. It's a bit of character lost, but it's perverse to say the 915 gearbox is better. Indeed, everything is better with the Carrera 3.2. That's what progress is about, but the 911 soul is still very much all there: the balance, the swagger, the rear digging in as the front goes light, the tactile steering. All that stuff I got really quite enthused about driving the 2.7 MFI. The Carrera 3.2 still has it, it's just not quite so *in yer face*. Is it ninety-five percent to the 2.7's hundred? Pretty much, but you have to dig a bit deeper in order to expose it.

Decision time. If you can afford it, then the Carrera 2.7 MFI is the car to have. To all intents and purposes, it is a Carrera RS 2.7 Touring in all but name, but it's equally rare and beyond the reach of most, even if it'll save you

£500,000 over the cost of purchasing the equivalent RS. Slightly more encouraging is Hagerty's £180,000 for Carrera 2.7 excellence and £144,000 for the good. There is no bad, just 'fair' at £122,000. More numbers? Well, how about this gobstopper: the market value difference between a concours Carrera 2.7 MFI and a concours 911 SC is £169,000.

BRIEF ENCOUNTER

For most, the 2.7 is out, which leaves the three other 911s. The Carrera 3.0 is rare meat. If you really wanted one, and a good one at that, then you might have to hold out or even compromise. And rarity equals pricey. The market reckons on £106,000 for a concours example and a more palatable £86,000 for an excellent one. Budget £55,000 for merely good condition. Worth it? Only if rarity is your thing, because the driving experience offers nothing over the others in this quartet, which means for most of us, it comes down to a 911 SC versus Carrera 3.2 shootout, which is handy because both models are plentiful on the market, both are easily separated in terms of character and driving experience, and prices are at near parity.

For a (relatively) raw, lighter, revvier 911 experience, then go for the SC. It's been the starter classic, air-cooled 911 of choice forever, and for good reason. Hagerty reckons on £64,700 for a concours car, £42,940 for an example deemed excellent and £34,300 for the merely good. For the 911 Carrera 3.2, meanwhile, the numbers go like this: £68,590, £47,600, £36,960. In other words, not enough to make separating the SC and Carrera 3.2 a financial decision. Spending a little extra, however, gets you the ultimate development of the original 911, albeit one which perhaps doesn't wear it heart on its sleeve quite like the other three.

Me? Even in a fantasy world, I can't rationalise the price disparity of the Carrera 2.7 MFI, which for most enthusiasts makes it almost too valuable to drive. This seems to be the fate of so many classic cars these days. Similarly, the Carrera 3.0 doesn't make sense. Thank goodness, then, Porsche built the SC and Carrera 3.2 in sufficient numbers as to make them abundant and reasonably affordable. I'm down with the *people's Porsches* and I'll take the Carrera 3.2, thanks very much. **CP**

Above Bennett favours the Carrera 3.2, last of the G-series nat-asps

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SWING STATES

Porsche's Type 912 engine took the iconic 917 to Le Mans victory as intended, but the mighty flat-twelve's story didn't end there, as the second-part of our look at this powerplant's design and engineering explains...

Words **Shane O'Donoghue** Photography **Porsche Corporate Archives**

In the previous issue of *Classic Porsche*, we detailed the design and construction of the Type 912 flat-twelve, hurried through development to power the 917. The engine's first race was at Spa in 1969, but retirement followed soon after the start. The well-established 908 won the event, continuing to be the favoured Porsche for twisty race circuits, while the 917 was proving fiendishly difficult to drive, even on relatively straight tracks. When the 917 could be tamed, it was undoubtedly fast, but by the time of the 1969 24 Hours of Le Mans, the car remained fiercely troublesome to control. This should hardly be surprising, given the fact it effectively went from drawing board to production with little chance for refinement of design.

Teething issues with the flat-twelve were nothing when compared to the 917's wayward handling. Even so, 917s were quickest in the run up to Le Mans. Tragically, gentleman driver, John Woolfe, crashed his 917 on the first lap of the 1969 French enduro and died. Later, the leading 917 dropped out of the event with gearbox complaints just three hours from race end. The Type 912 engine, however, was relatively trouble-free. In the last race of the 1969 season, held at Zeltweg in Austria, just a matter of months after the 917 was cleared for homologation, Porsche engineering team's expertise shone through when the now iconic sports prototype snatched its first victory. Signalling a big step forward in terms of reliability, both 917s entered into the race made it to the chequered flag, even if the drivers expressed concern about how challenging their new Porsche were to drive. Nevertheless, this race win set the stage for the following season, when Porsche took the decision to effectively outsource the racing side of its motorsport business in order to focus further development of the 917.

The Stuttgart squad contracted JW Automotive as the official works-supported team and development partner, an arrangement which brought with it iconic Gulf Oil livery, as well as the considerable Le Mans expertise of team boss, John Wyer, a legend in the field of sports car racing and the man who steered Aston Martin to success at Sarthe in 1959, as well as overseeing Ford's wins at Le Mans with GT40s in 1968 and 1969. Indeed, in advance of the 1970 season, Wyer and his crew were instrumental in discovering the 917's handling issues were directly caused by a poor understanding of the car's aerodynamics. This Eureka moment led to a significant redesign of the Porsche's bodywork.

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Porsche also used pre-season time to reinforce the flat-twelve in preparation for an onslaught on the 1970 World Sportscar Championship. The crankcase manufacturing technique was changed to eliminate cracking, while the bevel gear drive to the cooling fan atop the engine was altered to include a rubber coupling designed to absorb forces of sudden acceleration and deceleration. By way of reminder, this was driven from a shaft parallel to (and gear-driven from) the crankshaft.

Meanwhile, the exhaust system was completely redesigned. Originally, the Type 912 engine used four individual short exhaust manifolds and four outlets, one for each group of three cylinders. Viewed from beneath the engine, this resulted in two conventional-looking outlets pointing toward the back of the car and another two at an odd angle exiting ahead of the rear wheels. Unfortunately, the left-hand outlet (when viewing the car from the rear) sent heat into the pipes from the fuel pump to the injectors, which caused evaporation issues. Consequently, Porsche reconfigured the exhaust to create just two outlets pointing backwards. This required a considerable amount of re-routing to make all headers the same length, a desirable feature of a normally aspirated engine, normalising back pressure in the exhaust ports.

BRIGHT FUTURE

In Daytona, at the first race of the 1970 season, the 917 took a one-two, well ahead of the Porsche's biggest challenger, the Ferrari 512 S. Enzo's Prancing Horse won the next race at Sebring. This result doesn't do the 917's speed justice — the Porsche suffered mechanical failure, but the manufacturer's engineers weren't about to rest on their laurels. As had been planned at the outset of the Type 912 engine's design in 1968, they quickly moved to increase capacity from the original 4.5 litres in a bid for more performance. A one-millimetre

Facing page The Salzburg Porsche 917 KH short-tail, victorious in inclement weather at Le Mans in 1970

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bore increase was paired with a new crankshaft (giving a 4.4mm longer stroke) to result in 4.9-litre swept capacity and power output close to 600bhp. More torque was delivered across the rev range.

This version of the flat-twelve debuted in one of the 917s competing at Monza in 1970 and set a lap record, but a puncture and crash put the car out of contention, allowing the Wyer team's 4.5-litre 917 to take the win. Next up was Spa, where the 4.9 ran faultlessly — 917s finished in first, third, fifth and sixth places, interspersed by Ferraris. The scene was set for an enthralling Le Mans, which, as far as Porsche's motorsport programme was concerned, was the Holy Grail. For many in the company's racing department, other races were considered preparation for the legendary twenty-four-hour event.

SEVENTH SENSE

And prepared Porsche's teams were, with no fewer than seven 917s on the start line. Ominously, for all other competitors, Ferry Porsche had the honour of dropping the race-start flag at Sarthe, an honour in recognition of his company's twentieth year of participation. As ever, the race was dramatic, and as has been regularly documented, Porsche emerged victorious, with 917s finishing in first and second place, followed by a 908 in third. Richard Attwood and Hans Herrmann took the top step of the podium following their winning drive in the red-and-white semi-factory car from Porsche Salzburg. This was Porsche's first overall win at Le Mans. Job done.

Unsurprisingly, Porsche also took the top prize in the 1970 International Championship for Makes, winning nine of ten races, seven conquered by the 917. The following year, the 917 again took seven victories, though wasn't quite as dominant over the Alfa Romeo T33/3 as it was over Ferraris the year before. Not that Porsche stopped development of the 917, even with a forthcoming rule change for the 1972 season, outlawing big engines for the championship.

While the 917's aerodynamics were the obvious focus of continued development, the Type 912 engine also received a significant upgrade in 1971. Its capacity was increased once more, thanks to modest bore-widening, bringing swept capacity up to 4,999cc. Peak power was up to 620bhp at 8,300rpm, with 433lb-ft torque at 6,500rpm. This increase in poke was helped by a change in the bore treatment for

Above and below Winning driver, Richard Attwood, is on record saying the winning 917 was by no means the quickest car at Sarthe in 1970

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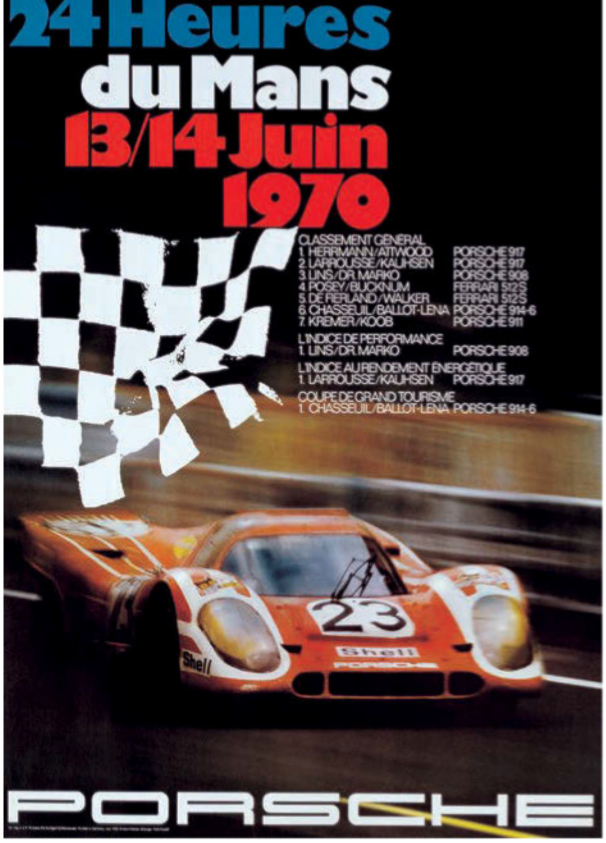
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13/14 Juin
1970
CLASSEMENT GENERAL
1. HERRMANN/ATTWOOD PORSCHE 917
2. LARROUSSE/KAUHSEN PORSCHE 917
3. LINS/DR. MARKO PORSCHE 908
4. POSEY/BUCKNUM FERRARI 512S
5. DE FIERLAND/WALKER FERRARI 512S
6. CHASSEUIL/BALLOT-LENA PORSCHE 914-6
7. KREMER/KOOB PORSCHE 911
L'INDICE DE PERFORMANCE
1. LINS/DR. MARKO PORSCHE 908
L'INDICE AU RENDEMENT ÉNERGÉTIQUE
1. LARROUSSE/KAUHSEN PORSCHE 917
COUPE DE GRAND TOURISME
1. CHASSEUIL/BALLOT-LENA PORSCHE 914-6
PORSCHE

Above and below With the overall win at Le Mans in the bag, the floodgates were open, with the 917 scoring victory after victory, as well as supporting podium finishes

the cylinders. Up to this point, the aluminium cylinders had chrome-plated bores, but the new five-litre unit was the first Porsche engine to make use of Nikasil (Mahle's brand name, an abbreviation of nickel silicon carbide), allowing tighter manufacturing tolerances and helping release more power.

THE CRANKSHAFT, CONNECTING RODS AND BIG-END BEARINGS DIDN'T NEED TO BE ALTERED TO COPE WITH INCREASED PRESSURE

The radical magnesium-framed Martini Racing 917 driven by Gijs van Lennep and Helmut Marko (now of Red Bull Formula One fame) won at Le Mans in 1971. With two victories at Sarthe and two world championships in its pocket, Porsche could proudly have retired the 917 at the end of the season. After all, there was the aforementioned significant rule change limiting engine size to three litres for the 1972 World Sportscar Championship, effectively outlawing the 917. Ferry's men, however, were far from done with the car. Well before its eligibility for the championship expired, the company's motorsport department was plotting the next chapter in its star sports-prototype's career. The focus of attention was Can-Am (short for Canadian-American Challenge Cup), a sports car series beginning in 1966 with few technical restrictions, lots of prize money and, as the name suggests, large audiences in both Canada and the US.

We need to jump back a few years in time to chart Porsche's involvement with Can-Am. In 1969, the brand signed a deal with Volkswagen America to sell Audis alongside Porsches in North American showrooms. To publicise this partnership, it was decided Porsche-Audi branding would be used on a Can-Am racer. Subsequently, a special, open-topped, short-tail version of the 917 (labelled the 917 PA, the two letters representing Porsche and Audi) was hastily prepared for the second half of the 1969 season. Despite being driven by seasoned endurance racing driver, Jo Siffert, the car was comprehensively outclassed by the dominant McLarens.

Porsche created the 917/10 — a development of the 917 PA — for the 1971 Can-Am championship, but with the car's normally aspirated engine, it too was no match for the might of McLaren. With a new chassis in place, Porsche set about focusing on extracting more performance from the Type 912 engine. At first, a further increase in capacity was built, with a bore enlarged to ninety millimetres and an unchanged stroke to create the 5.4-litre flat-twelve. Maximum power was therefore upped to 660bhp, but the McLaren cars

Above The mighty Pedro Rodríguez (no.20) and Jackie Oliver (no.21) racing 917s at Spa in 1971

produced more again. Siffert was the car's lead driver, but couldn't manage any better than fourth place in points positions.

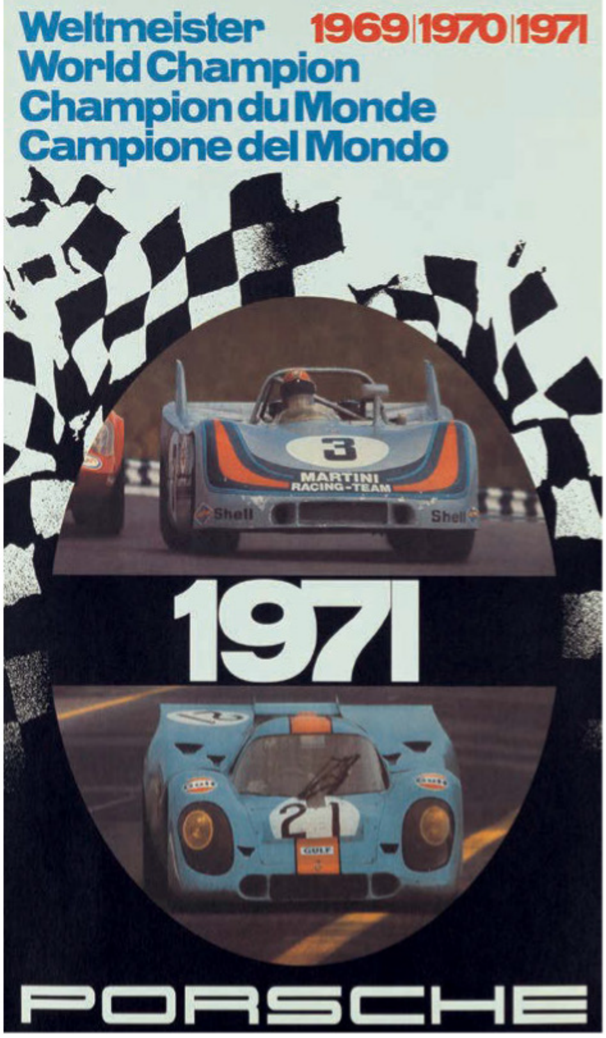
After unsuccessfully experimenting with a sixteen-cylinder engine — weighing eighty kilograms more than the flat-twelve and requiring a chassis extension, which negatively impacted the 917's already difficult handling — Porsche turned to turbocharging. Despite an early development of the technology being patented by Gottlieb Daimler in 1885 and American car manufacturers, such as Chevrolet and Oldsmobile, experimenting with snail-shaped bhp boosters in the 1950s and early 1960s, turbocharging in the automotive world was still in its infancy. Initially, Porsche didn't know if a turbocharger could be successfully applied to the Type 912 engine without considerable redevelopment. Even a move to liquid cooling was considered. At first, a rudimentary twin-turbocharger system was tested, with pressure relief valves to control maximum boost, but it took quite some time before Porsche could get to grips with the power of the force-fed flat-twelve.

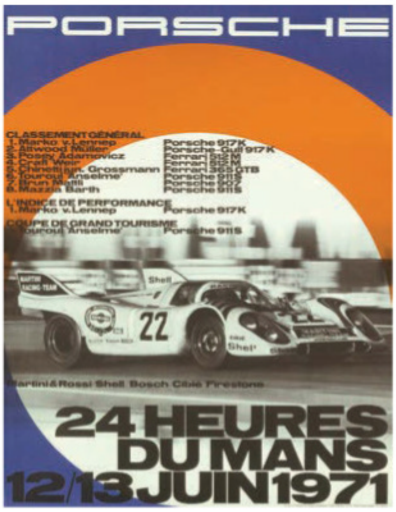
The issues centred around drivability more than robustness. Porsche discovered the crankshaft, connecting rods and big-end bearings didn't need to be altered to cope with the increased pressures. In contrast, detail changes, including a larger diameter output shaft and new flat-topped pistons, were required. The gearing to the cooling fan was also changed to increase its speed and hence the throughput of cooling air. Meanwhile, the path for airflow was simplified by way of less convoluted exhaust manifolds — the need for equal-length headers was eradicated by the addition of a turbocharger for each bank of cylinders.

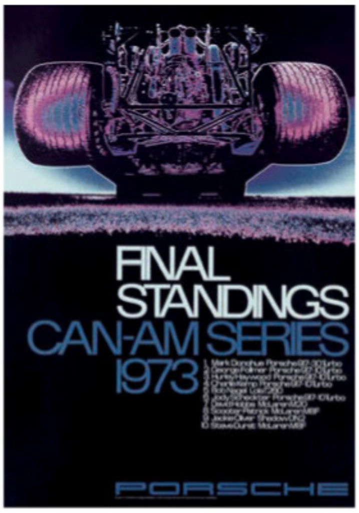
In a bid to enhance drivability and response when off-boost, cam timing was made less aggressive and maximum inlet valve lift reduced. The valves themselves were made of titanium, hollowed and filled with sodium to help with heat transfer. Various other detail changes to the exhaust valve operation were also made in an effort to deal with increased operating temperatures. As before, two spark plugs per cylinder were used and the same Bosch twelve-plunger fuel pump concept was employed, though with increased delivery capability.

DONOHUE AND THE 917 SCORED AVERAGE SPEED OF 221.16MPH AROUND THE VENUE'S HIGH-BANKED OVAL

Of course, the biggest changes to the engine came on the air inlet side. The original normally aspirated flat-twelve featured a dozen individual air trumpets open to atmosphere and using slide throttles. In place of these, the turbocharged engine featured individual throttle valves supplied with compressed air from a long tube manifold, one for each bank of the engine. These were joined at the front of the powerplant by a smaller tube, presumably to balance pressure. Running the length of the engine, these were joined


Weltmeister 1969|1970|1971
World Champion
Champion du Monde
Campione del Mondo
MARTINI RACING-TEAM
Shell
1971
GULF
PORSCHE


PORSCHE
CLASSEMENT GÉNÉRAL
1. Marko v. Lennep Porsche 917K
2. Attwood Müller Porsche-Gulf 917K
3. Posey Adamowicz Ferrari 512M
4. Craft Weir Ferrari 512M
5. Chinetti jun. Grossmann Ferrari 365 GTB
6. Touroul 'Anselme' Porsche 911S
7. Brun Mattli Porsche 907
8. Mazzia Barth Porsche 911S
L'INDICE DE PERFORMANCE
1. Marko v. Lennep Porsche 917K
COUPE DE GRAND TOURISME
Touroul 'Anselme' Porsche 911S
22
Martini & Rossi Shell Bosch Cibié Firestone
24 HEURES DU MANS
12/13 JUIN 1971


FINAL STANDINGS
CAN-AM SERIES
1973
PORSCHE

Above 1971 was a prosperous year for the 917, which took a second Le Mans win on the bounce, but the FIA was making moves to restrict the car's dominance

Below 917/30 Spyder remains the most powerful factory race car manufactured

to the compressor side of a turbocharger, again, one for each bank. Pressure relief valves were included in this piping, and it doesn't take an engineering genius to look at images of the engine and realise there must have been a massive delay in response to throttle inputs at low speed — the distance from the compressor wheel to the inlet ports is considerable.

Peak power, however, was no problem. Near 840bhp was achieved with the initial 4.5-litre capacity. As you can probably guess, power output was pretty much all or nothing. Moreover, the engine was a pig to drive at anything other than full throttle. Eventually, Porsche realised fuel delivery needed to be proportional to boost pressure, not just throttle position and engine speed, as had always been the case on normally aspirated engines. This discovery led to changes to the fuel pump and a positive transformation for the driving experience. Turbo lag was still a major issue, though. Drivers had to predict when they'd want full power and push the accelerator pedal to the floor well ahead of time. This must have made for fraught laps on a twisty circuit. Porsche worked hard to reduce the effect of this characteristic of the engine, adding a pressure relief system separate to the boost limiting valves on the piping to the tube manifolds. To keep the turbochargers spinning at unimpeded speed, the pressure relief system opened to atmosphere when the throttles were closed. Another feature to enhance response was a series of supplementary air inlets atop the tube manifolds, open when boost pressure was low, thereby admitting sufficient air to allow the engine to run better.

DieHard
DX
PORSCHE
+AUDI
6
SUNOCO

STRONG GROWTH

Buoyed by the performance and apparent robustness of the 4.5-litre turbocharged flat-twelve, Porsche tentatively applied the same approach to the larger five-litre engine. This not only increased power — to as much as 1,000bhp if the stories are true — but also helped with drivability at lower speeds and part-throttle situations thanks to the inherent higher torque output of the bigger capacity unit. This engine powered the new Penske Racing 917/10K in 1972. This was Porsche's first proper attempt at taking victory at Can-Am, which it did by winning six of nine races. In fact, lead driver, George Follmer, won the drivers' championship with more than double the number of points of his nearest competitor.

To maintain dominance for the 1973 season, Porsche

GOODYEAR
SUNOCO
SUNOCO
PORSCHE
+AUDI
6
PORSCHE
AUDI
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Stilo

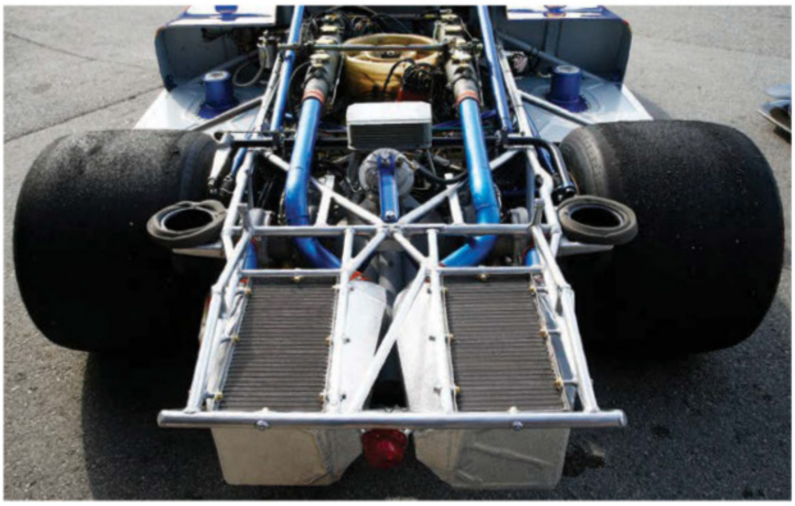
created a turbocharged version of the 5.4-litre Type 912, which was rated at nearly 1,100bhp. It was reliable at that, but capable of much more. This fearsome flat-twelve was used in the stunning 917/30 Spyder, the most powerful sports car ever built and raced. In qualifying trim, the car was said to pump out as much as 1,600bhp. Unsurprisingly, this 917 dominated the 1973 Can-Am season, winning six of the eight races, with Porsche drivers in the top four spots of the drivers championship come season end. Can-Am rules were quickly changed for 1974, limiting the amount of fuel permissible in a race, a move clearly targeted at stopping the uncatchable 917s, which had forced McLaren to exit the competition. Perhaps unsurprisingly, the 917/30 was the last official variant of the 917.

In 1975, the 917 went out in style when Mark Donohue and Penske Racing brought a low-drag version of the 917/30 to the Talladega Superspeedway in Alabama, USA, to set a world record for the fastest lap on a closed course. AJ Foyt managed 217mph the year before, but Donohue and the 917 scored average speed of 221.16mph around the venue's high-banked oval, with top straight-line speed closing in on 240mph. This record was held for close to twelve years.

Aside from a brief and ill-fated return to active duty for the 917 at the hands of Kremer Racing in 1981 (when the team's custom 917 K-81 qualified in the top ten at Le Mans, but retired after hitting a backmarker), and notwithstanding the Kremer car's impressive performance leading the pack before suspension failure forced withdrawal at the year's six-hour race at Brands Hatch at the end of the same season, the 917's last official outing was the speed record attempt by Donohue, who tragically died in an accident during qualifying for the Austrian Grand Prix a week later. The 917 would live on, however, not least through the design of its many key components, some carried over to other formidable Porsche racing machines, including the 936, winner at Le Mans in 1977. The engine powering this Martini-liveried racing machine? A 2.14-litre flat-six.

The Type 912 flat-twelve and its maker's determined ongoing engine development programme paved the way for Porsche's complete dominance of the sportscar racing scene and even influenced the Stuttgart brand's biggest rivals, including Ferrari, which switched from a V12 to a flat-twelve for the Group 6 312 P in 1971. Later, Alfa Romeo and Mercedes-Benz also adopted flat-twelves for the World Sportscar Championship, though Ferrari went a step further by using the same design of engine in many of its production cars. We might not see the likes of the Type 912 again, but the effect of this awesome powerplant and its influence in informing the direction of Porsche's motorsport department can be felt all the way to the present day, and for that we should be very thankful. **CP**

Above and below
917/30 obliterated McLaren in the Can-Am competition, much to the Woking concern's dismay, evidenced by the team quitting the series in favour of F1



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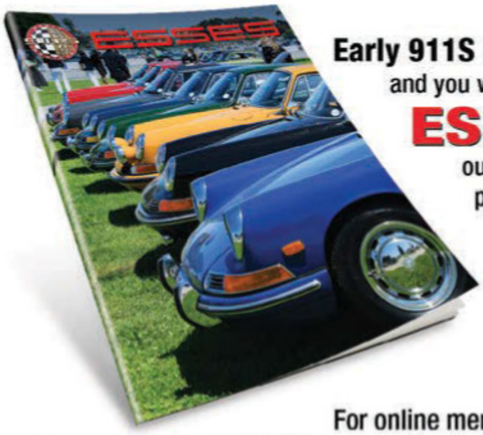

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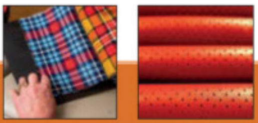

OLD MEETS NEW

The 964 represented a modernisation of the 911 concept, but the Targa roof remained firmly in the past. Continuing our series testing every semi-open-top air-cooled 911 in chronological order, we take the 964 Targa for a spin...

Words **James Fossdyke** Photography **Dan Bathie**

Porsche Museum

S GO 9640
Porsche Museum

Porsche Museum

Above Carrying the classic 911 silhouette, but packing a vast range of revisions

As far as many 911 enthusiasts are concerned, whether they're restomodders, purists or something in between, the 964 has now come of age. It wasn't in production long, but the combining of modern technology and classic design has served this flavour Porsche well, the result being one of the more desirable Neunelfers you can buy, promising classic looks and feel with more modern engineering than was available to earlier 911s.

To the layperson, however, the 964 has all the image of a 1970s-built Porsche. The pronounced 'torpedo' wings, circular headlights and sloping rear are more or less unaltered from the G-series 911, although the black plastic 'impact' bumpers are toned down insofar as they were replaced with integrated polyurethane parts. The Targa roof didn't really change, though, with the same folding fabric panel slotting into place above driver and passenger, while a curved glass rear window fills the gap between the roll hoop and bodywork.

As with the previous generation of Targa, the roof is a fairly simple affair, comprising a fabric panel with folding arms locking when fully extended, creating a semi-rigid panel. When folded, the arms draw the sides of the panel together to create a kind of leaflet fold, cutting the assembly to about a third of its fully extended width. It's easy enough to manage on your own (the secret is to rest the edge on your toes when you're folding or unfolding) and it is light enough to manoeuvre into place, although lining it up is much easier with a spare pair of hands, resulting in much less running from one side of the car to the other. Once the roof is in place, it can be locked down with two latches on the leading edge. The assembly stays secure thanks to locating pins at the rear.

While this may not be as quick to erect as an electric hood, and though it requires a bit more effort, there are worse canvas roof solutions out there, particularly on cars of this era. There's no great chance of it going wrong — at least not through any electrical fault — and unlike the 'soft-window' 911 Targa, complete with its flexible, zip-out rear screen, there's no need to fiddle with the fixed glass window at the back of a semi-open-top 964.

THIS 911 RIDES A SEEMINGLY UNSTOPPABLE WAVE RELENTLESSLY FORCING IT TOWARD THE NEXT CORNER

While the system has its drawbacks, including the need to stow the roof somewhere, it's far from a troublesome arrangement, providing you have space to stow it either in the frunk or on the back seats. That said, by 1993 (the year our 964 Targa test car was built), electric roof operation was becoming de rigueur. The Targa's manual hood, which hadn't really changed for nigh-on two decades, was beginning to feel dated. In fact, our test car is the very last 964 Targa manufactured and therefore the last 911 Targa with a manually operated roof. Even so, although time was up for the manual Targa lid, its old-fashionedness means today's buyers

Right and below
Interior architecture is familiar, but delivers increased levels of luxury

have the advantage of getting hold of an al fresco modern-classic 911 with a relatively hassle-free manual top. And, let's face it, most 964 owners aren't likely to be caught out in sudden downpours. Many won't even drive these cars in the damp, such is their value on today's marketplace.

This isn't to say the 964 isn't built to withstand a fair bit of use and abuse. This generation of 911 has always seemed chunky and robust when compared with earlier models. The Targa is no exception. Admittedly, the fabric hood means this body style isn't as quiet as a coupe, but the Targa feels bulletproof inside and out, doors closing with a reassuringly deep clunk and a dashboard feeling as though it was hewn from one solid lump. Even the switchgear, now more than thirty years old, feels as though it could be fifteen years younger, although the style (and the fact some of the switches even exist) betrays the fact this car was conceived in the 1980s. Nevertheless, robustness is welcome, as is the sense of space in the cabin.

TIGHT IN THE BACK

As you'd expect, the 964's rear seats are only really suitable for children — relatively small ones, at that — but the front seats have plenty of room for even tall adults. In short, you won't feel hemmed-in. The luggage area isn't especially generous, becoming comical when the roof is stowed there, but as alluded to earlier, those using the 964 as a two-seater can always pop the roof on the back seats and use them as a covered parcel shelf. Let's not forget this is a sports car, though. Let's face it, practicality is a long way down the list of requirements.

Though the 964 didn't look particularly revolutionary when it was launched, eighty-five percent of the parts used under the skin were brand-new (or so Porsche claimed on model launch), giving this 911 a very different character to earlier models. This 1993 example features a normally aspirated 3.6-litre M64 flat-six churning out 247bhp. As a point of note, the 964 was the first 911 to be offered in Carrera 2 and Carrera 4 forms, giving customers the choice of rear- or four-wheel drive. Our test car is a Carrera 2. Interestingly, the 964 has the distinction of presenting the only rear-drive 911 labelled Carrera 2 — all subsequent equivalent cars are simply labelled Carrera. Power heads to the back wheels via a Getrag G50 five-speed manual gearbox and offers a brisk sprint to 62mph from rest in 5.7 seconds, as well as top speed of 162mph. 993- and 996-generation Targas are, of course, a bit faster, but even the 964 can keep up with the hot hatches of the 2020s, meaning it's more than fast enough for most enthusiasts to be getting on with, especially considering it feels meatier than statistics might suggest. Put it this way, those power and torque figures don't look particularly impressive on paper, but on the road, this 911 rides a seemingly unstoppable wave relentlessly forcing it toward the next corner. This Porsche is definitely powerful enough to keep you entertained, especially

Carrera 2
PORSCHE
D
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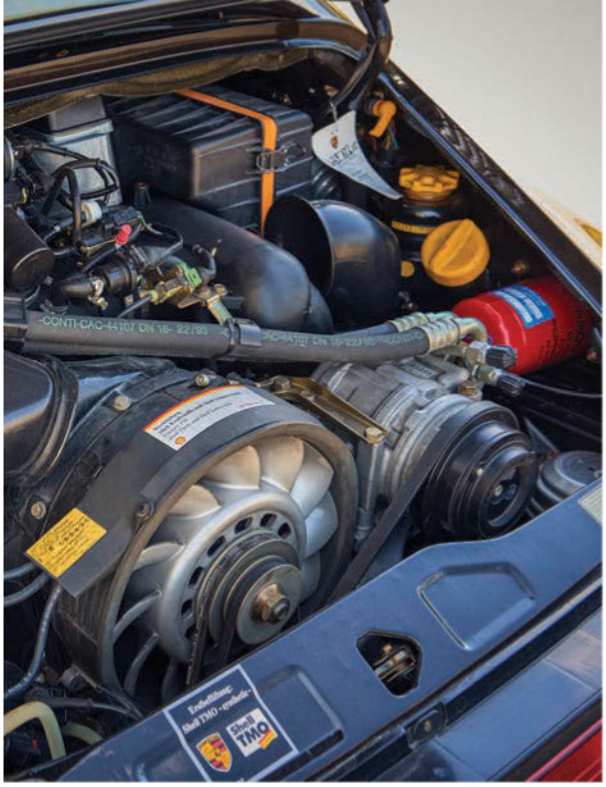

Facing page For some time, the 964 Targa and Cabriolet represented the most affordable route into ownership of an air-cooled 911, but these cars are gradually becoming more expensive, encouraging eyes to focus on the 993

if optioned with a limited-slip differential, which really helps get the power down.

Alongside the punchiness of the powertrain, the five-speed manual gearbox is to be commended. Although the lever is quite long, as is so often the way in cars of the era, the gate is tight, and the shift is generally far more precise than that of the G-series cars. In fact, the feel is not too dissimilar from later 911 models, albeit with a longer throw. As a result, it's much more enjoyable to stir the pudding than in previous 911s — it's tempting to keep flitting up and down the ratios, but I'd advise against it. Not because of any inherent weakness in the transmission, but because the engine sounds so good when you wring it out. The air-cooled flat-six roars and rumbles more than its predecessors, with a sporty edge even at relatively low revolutions. There's a lovely growl as the revs climb. And at higher engine speeds, it becomes a glorious mechanical scream all the way to the redline.

The powertrain, then, is spectacular, which means it needs improved braking to contain it. Fortunately, Porsche delivered. Indeed, the 964's anchors are far more responsive and communicative than those before, helping to inspire much more confidence and make the Targa easier to exploit. The steering has improved, too, with power assistance making the wheel lighter at low speeds, but still much more organic than later and more heavily assisted 911s. You can get all the feedback you want — there's a deep sense of what the front wheels are going through.

In fact, the whole car feels more natural and more talkative than other air-cooled 911s, and particularly other Targas. There's enough stiffness in the body to make this 964 feel almost like a coupe, and the suspension is firm, but not intolerably so. The ride isn't jagged in any way, but you can feel exactly what the car is doing underneath you and how those tyres are interacting with the surface, particularly at the rear. This means the 964 is less comfortable than the G-series, particularly on the scarred surfaces of British country roads and town centres, but this reduction in softness has its advantage, chief of which is an upgrade in terms of body control, with the 964 feeling much flatter in bends and therefore much easier to drive quickly. Combine this with the much-improved steering and the communicative chassis, and you've got a car which, even at thirty-odd years old, encourages you to push it much more than many other 911s.

While the 964 Targa might feel more modern in some respects, there's still a very old-school feel to the way it behaves. With the engine slung out at the back and more power than before, it's prone to a little bit of twitchiness at times, particularly when the weight moves as you corner or when you brake. It's manageable, but you do need to be alert and alive to the car's tendency to step out of line if you want to make the most of it. To the unwary, it might come across as threatening, but if you manage this thing right, it's an incredibly rewarding sports car to hustle along a good road.

And it will definitely hustle. Grip is ample and the power steering allows you to commit to slow corners more than you might have done in earlier examples. In fast corners, meanwhile, you need to be a bit more circumspect, balancing the car and making the most of all the feedback to keep it in the sweet spot. You have to be on your toes to make the most of it, which won't necessarily suit everyone, particularly in a Targa. The fact the 964 Targa can do all this is testament to the engineering invested in the model.

Slightly stiffer than a conventional cabriolet, this body style manages to offer most of the coupe's capabilities, whilst providing a top-down driving experience. And, while the 1980s may not be such an enlightened era as the 2020s, and where the modern 911 Targa is a much closer match for its siblings, the Targa of more than three decades ago provides an intriguing balance between the two poles, as well as between modern and classic.

For me, personally, a classic Targa isn't really something I want to push too hard. Yes, it's lovely to have the option of proper-heritage sports car driving, and the 964 definitely provides as much, but it isn't exactly my favourite of the 911 Targa models. Pushing this Porsche hard is work, and while it's a great challenge promising great rewards for those who succeed, this style of driving doesn't really feel like the Targa way. Those who want such a challenge will naturally be drawn to the 964 coupe, whereas those looking for an open-top 911 are more likely to be interested in cruising along in a cabriolet at seven tenths of the maximum, enjoying the sights and sounds around them. Not that the 964 can't do such a thing. Part of this design's magic is its ability to be all things to all people. The 964 Targa was, perhaps, the first of its kind to highlight this characteristic, particularly with the Carrera 4 and limited-slip differential. In many ways, then, this is the ultimate Targa, and certainly the first Targa to enter the modern world, which makes it an incredibly special thing indeed. But while I can appreciate the 964 Targa's qualities, I didn't quite gel with it. Yes, it's spectacular and characterful, and yes, it's rewarding, which would all be wonderful descriptions of time driving a GT3, but I like my Targas a little more relaxed and a little less intense. **CP**

Above Semi-open top 964 offers a superb middle ground between Cabriolet and tin-top Coupe

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HRE 23E

THINK TWICE

Equipped with a 911 SC's three-litre flat-six, this wide-arched 914 has the power to shift opinion…

Words **Robert Smith** Photography **Dan Sherwood**

Richard Attwood, the veteran racer responsible for bringing home Porsche's first Le Mans win, says he hasn't set foot inside a 914 for almost fifty years. "Given a choice between the Targa-topped roadster or a 911 as a practice car prior to racing, you wouldn't find me running away from the 911," he tells James Puttock, owner of the wide-arched Signal Orange GT evocation sitting outside the Porsche Experience Centre at Silverstone. Richard, it must be said, is known for being a harsh critic. His honesty is one of the reasons he's always been popular with race engineers and pit crew. James is understandably concerned his 914 might end up being on the receiving end of a negative review from the former works racer following his appointment as tutor for James's impending driver coaching session. Nothing could be further from the truth.

> ROUTINE MAINTENANCE OFTEN INVOLVES DROPPING THE ENGINE, SOMETHING JAMES IS KEEN TO AVOID

Five decades may have somewhat clouded the memory. "I wouldn't say Richard ate his words, but he was genuinely surprised at how well my 914 handled. He said his lasting impression of the model from his days racing when it was a new car was nothing like what he experienced from behind the wheel of my GT evocation. He was genuinely taken aback by how well balanced it was," James smiles, although he shouldn't be too surprised at the ability of Porsche's classic roadster to change opinion. After all, by his own admission, he "hadn't looked twice" at the model prior to being taken out for a spin in a mate's modified example a few years ago.

"I traded a 1972 911 2.4 E in exchange for a faithful Carrera RS 2.7 replica built by the guys at Dorset-based air-cooled Porsche restoration specialist, Canford Classics," says the film and television translation operative. "I've had plenty of use out of the car in the UK and overseas, taking part in many historic racing competitions. As 911 prices have crept up, however, I've been made acutely aware of the financial value of the car and the significant cost of losing it to an accident. To my mind, Porsches are there to be used, and while I don't intend to treat my 911 as a garage queen, I want to avoid causing it damage in a racing environment."

The solution was to begin the hunt for a second classic Porsche which could be used in anger at the track. "I'd dismissed the 914 prior to time spent in my mate's car, which had been treated to a 2.2-litre flat-six conversion. I was amazed at how well the little Porsche handled around the twisty country lanes we were bombing along. The car was super-quick." The afternoon served to open his eyes to the merits of the air-cooled classic, leading to his decision to search classifieds for 914 a short while later.

"Europe was the obvious place to start looking, but truth of the matter is the 914 was far more popular in the United States," James concedes. Furthermore, there's a big community of 914 owners and parts suppliers across The Pond.". He registered with the US-based *914world.com* online forum and published a post outlining his hope of finding a 914 already converted to GT specification. "You're going to have to be patient," was the response he received after announcing his requirements. Nevertheless, he was soon alerted to the availability of a number of potentially suitable cars. "For one reason or another, none of them fit the bill," he sighs, citing misinformation, bidding wars and the high risk involved in buying a car without seeing it in the metal as key obstacles in securing a successful purchase.

HUNTING GROUND

The model known as the 914/6 GT was a race-oriented version of the 914/6 (so-called because it featured a two-litre flat-six in place of the standard model's flat-four) optioned with Porsche's GT racing package. Immediately identifiable by its boxy steel wheel arches, the model surprised crowds at race circuits through impressive performances, including a sixth overall finish at the 1970 24 Hours of Le Mans, the very race 917 pilot, Attwood, and his co-driver, Hans Herrmann, secured the first of Porsche's many overall wins at Sarthe. The 914/6 also wowed at the same year's Marathon de la Route, a Nürburgring-hosted endurance race lasting eighty-six hours. Staged between 1965 and 1971, the event's exceptional distance was chosen to reflect that of the Liege-Rome-Liege Rally, hailed as one of Europe's toughest rallies. Having completed the punishing test of man and machine for Mercedes, as

Facing page Boxy 914 carries serious street presence when kitted out with GT-spec arches

Above Steel wide wheel arches and orange paintwork bring to mind the 914s entered into the Marathon de la Route race in 1970

well as the later Liege-Sofia-Liege rally, Porsche works driver, Dieter Glemser, described it in the following terms. "At some point, after four days and four nights, you'd cross the finish line completely exhausted and often almost unmoved by the proceedings, a result of covering more than five thousand kilometres in just ninety hours." Porsche test driver and racer, Herbert Linge, also noted "anyone who could get sleep as a co-driver, including Paul Ernst Strahle, who managed to do so in my car, was at a distinct advantage. Unfortunately, I just couldn't manage it." After safety concerns regarding running the rally alongside regular traffic were raised, organisers turned to the Nürburgring. The Marathon de la Route was born.

TOP TRUMPS

Porsche entered a 911 R featuring a new Sportomatic gearbox in 1967, recording a convincing victory with Hans Herrmann, Jochen Neerpasch and Vic Elford at the wheel. Three 911 models were at the head of the pack in 1968, with Glemser, Linge and Willi Kauhsen ultimately taking first place. In 1970, Porsche wanted to put the sportiness of the 914/6 to the test. The race was subject to strict regulations, such as a rule limiting pit stops to a maximum duration of sixty seconds. Even if a car was only a few seconds over, a lap would be taken off the total number accrued at race end. Given that it took around thirteen minutes to complete a single 28.3-kilometre circuit of the North and South Loops, this was seen as a harsh penalty. Thankfully, while refuelling and driver changes had to be completed within the one-minute window, tyre changes were not, leaving the door open for Porsche to exploit the rulebook with a tactical masterstroke — when it was time for a tyre change, the driver stopped the car in front of the entrance to the pit lane. He then loosened all but one of the wheel nuts, removed them and placed them in his overalls. With each of the wheels secured by only one nut, he subsequently drove up to his pit crew. Once the team had changed the tyres, the driver brought the car to the exit of the pit lane before securing the remaining nuts.

Thanks to the use of hard tyres, only one change was needed during the entire race, enabling the six-cylinder 914 to show the world what it was really capable of: a one-two-

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Above BF Torino seats are the perfect choice for this track-friendly 914's neatly refurbished interior

three finish perfectly demonstrated the plucky roadster's abilities. The winning trio of Gérard Larrousse, Helmut Marko and Claude Haldi completed a total of 360 laps, with the two other 914/6 models close behind. These were driven by Björn Waldegård, Aake Andersson and Guy Chasseuil, and by Claude Ballot-Léna, Günter Steckkönig and Nicolas Koob respectively. More than forty years later, James was beginning to lose faith in the notion of being able to secure a suitable 914 to call his own. Thankfully, before he gave up on the idea, Lady Luck played a blinder by presenting him with the 914 he would go on to import to the UK. Boasting just three owners from new and originally built as a two-litre car in 1974, it had been fully restored in the early 1990s. Then, in 2012, a historic Porsche racing specialist (the owner of several short-wheelbase classic 911s) converted the car to six-cylinder power by fitting the three-litre engine from a donor 911 SC. Completely overhauled and treated to JE forged pistons and Weber carburettors, the engine was joined by a rebuilt 901 transmission fitted with race ratios, including a longer first gear. GT-aping equipment fitted included a chassis strengthening kit, bigger brakes and a front-mounted oil cooler. Finished in dazzling coat of OEM Ivory White, the car wanted for nothing. James didn't think twice about arranging for it to be shipped to Blighty.

THE 911 SC ENGINE WAS JOINED BY A REBUILT TYPE 901 TRANSMISSION EQUIPPED WITH RACE RATIOS

"In many respects, the car was perfect," he tells us, recalling the inspection he subjected the new arrival to after its arrival at Southampton docks. "The extensive engine and chassis upgrades meant most of the hard work had been done, yet I needed a wider track width for circuit use, which meant bigger wheels and wider wheel arches. I also wanted the car's styling to pay tribute to the factory trio of Signal Orange 914/6 GTs, which famously triumphed at the 1970 Marathon de la Route."

Serious bodywork alterations were required. There was also the not insignificant matter of applying a fresh lick of paint in a completely different colour. Fortunately, help was at hand. "I'm good friends with Richard Morgan, owner of Electric Classic Cars," continues James, namechecking founder of the Welsh firm famous for its sometimes controversial reimagining of classic sports cars as EVs, including old 911s. "He has plenty of experience racing, rallying and tuning 914s, and being based in Wales, he's able to take advantage of the services offered by a huge number of rallying and bodywork specialists."

Richard acted as project manager for the desired changes,

Chris Turner

Facing page Tuned flat-six is a snug fit inside the 914's tight engine bay

which saw James dash to Germany and back for fibreglass GT bumpers, sills, valances and oil cooler scoops from aftermarket parts specialist, FSH, before sending each component to Wales along with a new set of steel wide wheel arches. Harry Hockly Motorsport was given the job of fitting the curvaceous panels, as well as fabricating steel sill extensions to match the contour of each wing bottom.

A flat-four feels cramped in the confines of a 914's engine bay, so you can imagine how tightly packed it is with a six-cylinder lump bolted into place. Routine maintenance often involves dropping the engine, something James is keen to avoid. "A hole was cut in the bulkhead to enable easy access for belt changes," he reveals. Continuing the theme up front, a louvred panel was installed where the car's air-conditioning pump usually sits, enabling air to pass through the oil cooler and out through the floor. Additionally, safety harness anchor points were welded into place before the car was painted in its flawless covering of Signal Orange. The routing of heat-resistant oil cooler pipes through the car's fresh bodywork was completed thereafter.

With a Classic Retrofit CDI+ ignition unit upgrade, a RennShift short shifter, BF Torino seats, wide Minilite rear wheels, Toyo Proxes R888R street-legal track tyres and an order placed for a Safety Devices roll cage, the reborn 914 was handed to classic Porsche specialist, Maxted-Page, for a fuel system tweak, including a rebuild of the carburettors and the installation of a Holley high-flow fuel pump. The result is an estimated 210bhp. Since that time, James has enjoyed familiarising himself with his race-ready track toy, a 914 which handles as though it's on rails. "Anti-roll bars front and rear, plus Koni suspension certainly helps," James smiles, recognising how swift his Signal Orange sensation is and how much he's looking forward to exploring its capabilities during additional track time at Silverstone, as well as a planned outing to Spa and on future visits to the Le Mans Classic. The car was also a popular fixture of Porsche Club Great Britain's super-colourful 914/50 display at the Brooklands Motor Museum.

If you're looking for a route into air-cooled Porsche ownership not likely to deplete your bank balance as severely as the purchase of a classic 911, then you'd be well advised to consider acquiring a 914. As James's track toy proves, it's a brilliant roadster offering a lot of fun in stock trim, but with a few choice modifications, the terrific two-seater has the potential to surprise even those who previously dismissed the model. Don't believe us? Just ask Richard Attwood. **CP**

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